

CAC Members

In order to conduct our meetings correctly in accordance with Sunshine law, there must be a physical quorum present at the meeting in order for the committee to vote and take any official actions. Specifically, we require a total of **9** - members in-person, not to include Forward Pinellas staff. If **9** members attend in person, we will be able to allow for virtual participation and voting by members not able to physically attend. **As such, please email me (mkelly@forwardpinellas.org) directly to indicate if you will be joining the CAC meeting in-person or if you will attend virtually.** If we do not have a physical quorum present, we are unable to vote in the room and are also unable to offer voting to Zoom participants. As a reminder, we will utilize social-distancing, masks and provide hand sanitizer for in-person participants. (Zoom information below)

The in-person meeting will be held once again at 7:00 pm at **310 Court Street, 1st Floor Conference Room, Clearwater.** I will need confirmation from those of you who will be attending in person, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote to allow participation by the Zoom attendees.

If you will be attending by Zoom, here is the Zoom meeting information:

Citizens Advisory Committee Meeting 7:00 - 9:00 pm

Time: February 24, 2022 07:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/86885331500?pwd=YjBFQXY3NXFMdzIxTjFHeFgvbnA1QT09>

Meeting ID: 868 8533 1500

Passcode: 887600

One tap mobile

+13126266799,,86885331500#,,,,*887600# US (Chicago)

+16468769923,,86885331500#,,,,*887600# US (New York)



**CITIZENS ADVISORY COMMITTEE (CAC)
AGENDA**

February 24, 2022 – 7:00pm

**310 Court Street, 1st Floor Conference Rm
Clearwater, FL 33756**

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The actions of the CAC are guided by its vision of “*a community-driven, modern transportation system that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.*”

FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED

- 1. CALL TO ORDER AND INTRODUCTIONS (7:00 - 7:15)**
- 2. APPROVAL OF MEETING SUMMARY (7:15 - 7:30)**
- 3. FORWARD PINELLAS ACTIONS (7:30 - 7:35)**
- 4. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS (7:35 – 7:45) –
Presenter: Forward Pinellas Staff**
- 5. UNIFIED PLANNING WORK PROGRAM (7:45 – 8:05) – Presenter: Forward Pinellas
Staff**
- 6. ADVANTAGE PINELLAS INVESTMENT CORRIDOR TRANSITION PLAN FOR
ALTERNATE US 19 (SR 595) (8:05 - 8:25) - Presenter: Forward Pinellas Staff**
- 7. TARGET EMPLOYMENT AND INDUSTRIAL LANDS STUDY UPDATE (8:25 – 8:45)
– Presenter: Forward Pinellas Staff**
- 8. OTHER BUSINESS (8:45 - 9:00)**
 - A. Pinellas SPOTlight Emphasis Areas Update**
 - B. Safe Streets Pinellas**
 - C. TBARTA Update**
 - D. Traffic Fatalities Map**
 - E. Tentative Future Agenda Items**
 - F. Member Interests/Discussion Topic**
 - G. Public Comments**
 - H. Upcoming Events**
- 9. ADJOURNMENT**

NEXT MEETING – MARCH 24, 2022

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least three days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Forward Pinellas is committed to making our documents accessible to all audiences. If you have accessibility concerns, please contact aelmore@forwardpinellas.org or call 727-464-4880. Visit <https://forwardpinellas.org/legal/website-accessibility-statement/> for more information.

SUMMARY

The meeting summary for the December 9, 2021, and January 27, 2022 CAC meetings are attached for review and approval.

ATTACHMENT(S):

- CAC Meeting Summary – December 9, 2021
- CAC Meeting Summary – January 27, 2022

ACTION: Approval of Meeting Summary

**PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF DECEMBER 9, 2021**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met at 310 Court Street, 1st Floor Conference Room, Clearwater, FL on Thursday, December 9, 2021 at 7:00 p.m.

MEMBERS PRESENT

Tammy Vrana (<i>Chair</i>)	City of Oldsmar/Safety Harbor/Tarpon Springs
Gary Benjamin - Zoom	At Large Representative
Erik Eifert - Zoom	At Large Representative
Bob Henion	City of Dunedin
Brandon Huskins - Zoom	City of St. Petersburg Guest
Duncan Kovar – Vice Chair	At Large Representative
Gloria Lepik-Corrigan - Zoom	TRAC Representative
Karen Mullins	City of Dunedin
Terri Novitsky	Beaches Representative
Caron Schwartz	City of Gulfport & Inland Communities
Brian Scott	City of Pinellas Park/Mid-County
Luis Serna	City of Clearwater
Anthony Stillo	At Large Representative
George Thurlow - Zoom	At Large Representative
Paul Wallace - Zoom	City of Largo

MEMBERS ABSENT

Connie Bruce	At Large Representative
Dylan Carlson	City of St. Petersburg
Bill Jonson	City of Clearwater
Tracey Schofield	At Large Representative
Kathy Smith	At Large Representative
Loretta Statsick	City of Largo Representative

OTHERS PRESENT

Jensen Hackett - Zoom	FDOT – District 7
Cheryl Stacks – Zoom	City of St. Petersburg
Nousheen Rahman - Zoom	Forward Pinellas Staff
Chelsea Favero - Zoom	Forward Pinellas Staff
Robert Feigel	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS

Tammy Vrana, Chair, called the meeting to order at 7:00 pm. and the Pledge of Allegiance was recited. Attendees in the room introduced themselves. Due to no quorum being present at this time, action items were deferred until a physical quorum was present.

At 7:06, a quorum was met. Upon completion of the Equity Assessment item, Chair Vrana read a statement regarding extenuating circumstances and the allowance of committee members present to make a motion to allow those members participating by Zoom (all

names identified above) to participate and vote due to the fact that extenuating circumstances exist, making it impossible for some committee members to attend in person. A motion was made by Bob Henion that due to Covid-19, extenuating circumstances exist preventing members from joining in person. Therefore, CAC members will be allowed to participate and vote by phone since a quorum is represented in person. This was seconded by Karen Mullins and passed with a unanimous vote.

2. APPROVAL OF MINUTES

Brian Scott made a motion to approve the minutes for the October 28, 2021 meeting minutes with one correction, Duncan Kovar is now an At Large representative and Gloria Lepik-Corrigan is now the TRAC representative. This was seconded by Karen Mullins and passed with a unanimous vote.

3. FORWARD PINELLAS ACTIONS

Rob Feigel, Forward Pinellas staff, reviewed the highlights of the Forward Pinellas Board meeting for November 10, 2021. The Forward Pinellas Board unanimously approved the Draft Tentative Work Program and sent a letter of comments requesting that FDOT advance funding for the SR580/Skinner Boulevard project, as well as the US 19 projects around the Curlew and Tampa Rd interchanges. The Board also unanimously approved the Fall Update for FY 2021/22 TIP. The Board received a presentation on the annual Countywide Trends and Conditions report future. Election of officers for the 2022 Executive Committee were approved and the Forward Pinellas Executive Committee will be: Mayor Cookie Kennedy, Chair; Commissioner Janet Long, Vice Chair; Commissioner Karen Seel, Secretary and Councilmember David Allbritton, Treasurer.

4. FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Jensen Hackett, Florida Department of Transportation (FDOT) shared a presentation with the committee to review six amendments to the Transportation Improvement Program (TIP). Five of these projects are new, including new LED lighting, pedestrian crossings, and resurfacing. Amendment 2, FPN 447535, is for the addition of local funding as part of the advancement of the Skinner Blvd Complete Streets project. These amendments will not impact any other projects in the TIP:

1. **Amendment # 1 – FPN 443780-3**, US-19/SR-55 corridor from Gulf to Bay/SR-60 to N of Countryside Blvd: addition of \$306,583 to replace existing lighting with LED lighting.
2. **Amendment # 2 – FPN 447535-1**, SR 580/Skinner Blvd from Alt US 19/Broadway to Main St/Bass Blvd: advancement of the Urban Corridor Improvements (complete streets project) with the addition of \$475,000 of LF (local funds) and \$1,000 of DIH (design in-house) into the current year (FY22) and \$704,684 of GFSU (Coronavirus Response and Relief Supplemental Appropriations -CRSSA – funds) and \$125,000 of LF into FY23 for design. This amendment is necessary to bring the local fund contribution for the design of the project into FY22 and FY23.
3. **Amendment # 3 – FPN 449128-1**, Alt US-19/SR-595/5th Ave at 22nd St, 40th St, 46th St, and 55th St: addition of \$301,000 for the Preliminary Engineering of

pedestrian crossings at each location. Funding for this project is available through a federal grant.

4. **Amendment # 4-- FPN 449779-1**, SR 688 from W of I-275 to I-275: \$452,700 is being added to the TIP for resurfacing.
5. **Amendment # 5-- FPN 449780-1**, SR 688 from US 19 to 49th St N; \$2,028,500 is being added to the TIP for resurfacing.
6. **Amendment # 6-- FPN 449780-1**, SR 580 from E of Countryside Blvd to E of Muellers Ln: \$967,500 is being added to the TIP for resurfacing.

A motion was made by Bob Henion to recommend approval of the TIP amendments by the Forward Pinellas Board. This was seconded by Caron Schwartz and passed with a 14-1 vote.

5. COMPLETE STREETS APPLICATIONS

Chelsea Favero, Forward Pinellas staff, shared a presentation with the committee regarding the applications received for the Complete Streets Grant Program, which is now in its sixth year. Forward Pinellas released a Call for Projects in the summer of 2021 with a submittal deadline in October 2021. This grant program provides annual allocations of up to \$100,000 for concept planning projects and up to \$1 million for construction projects.

Forward Pinellas received three applications for concept planning funding and two applications for construction funding. The applications received are:

- City of St. Pete Beach request for \$70,000 for the Downtown Redevelopment District Complete Streets Network Project.
- Pinellas County Housing and Development request for \$50,000 for the Whitney Road Complete Streets Planning Project.
- City of St. Petersburg request for \$100,000 for the Southern Skyway Marina District Complete Streets Concept Project.
- Pinellas County Public Works request for \$966,000 for the 62nd Ave North Complete Streets Construction Project.
- City of St. Petersburg request for \$1,000,000 for the 5th Ave South Complete Streets Project.

A subcommittee will be established with Forward Pinellas staff and agency stakeholders to review the applications and develop recommendations for funding. Following review and ranking of the applications by the subcommittee, recommended awards will be brought to the board for approval in early 2022. Forward Pinellas staff provided an overview of the applications received. Questions were taken and appropriately answered.

6. TRANSPORTATION ALTERNATIVES APPLICATIONS

Rob Feigel, Forward Pinellas staff, shared a presentation with the committee on the Transportation Alternatives (TA) Priorities. The call for projects was released in June 2021 with a submittal deadline in October 2021. Five applications for TA funding were received

and are listed below in random order:

TA applications received (listed in random order):

Project Sponsor	Project Location	Project Description	Total Est. Cost
St. Pete	6th St from Mirror Lake Drive to 4th Ave South	0.42 mile separated bike lane	\$1,980,940
St. Pete	28th ST S from 5th Ave S to 18th Ave S	1 mile separated bike lane	\$1,994,942
St Pete Beach	Sunset Way, from Corey Ave to 67th Ave; and on Beach Plaza, from 71st Ave to 67th Ave	0.64 mile ADA compliant sidewalks and bike lanes	\$689,823
Pinellas County	46 th Ave/Duval Park Blvd/Main St/50 th Ave	0.9 mile trail connecting to Joe's Creek in Lealman	\$500,000
Pinellas County	Russell Avenue/Russell Street from 58th Street North to the west and Alma Avenue to the east	1,980 foot multiuse trail	\$300,000

Forward Pinellas staff will review the TA applications received and develop recommendations for funding based upon the scoring and ranking criteria approved by the Forward Pinellas Board. Questions were taken and appropriately answered.

7. FOLLOW-UP ON THE EQUITY ASSESSMENT AND DEMOGRAPHIC SURVEY

Nousheen Rahman, Forward Pinellas staff, shared a presentation with the committee on the Forward Pinellas Equity Assessment: Working Towards Creating and Equitable Pinellas. For the past year, Forward Pinellas has been conducting an equity assessment of agency operations and planning activities. This assessment is being conducted to recognize injustices to historically excluded racial minority communities, research historical and current systems, policies and practices, develop a mission which places a special priority in plans which are inclusionary and equitable and develop action to create an equitable Pinellas. The goal is to ensure the Forward Pinellas mission to “provide leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region” is both inclusionary and equitable.

The evaluation included an external, internal and experiential analysis, using GIS, public survey tools and focus groups. The evaluation identified opportunities for improvement in Forward Pinellas plans and practices, as well as the external need for affordable housing, transportation options, a lack of well-paying jobs and challenges with accessing healthy food. Forward Pinellas has developed a series of draft actions to ensure that agency planning efforts are inclusive and result in equitable outcomes for the entire community. Questions were taken and appropriately answered.

8. OVERVIEW OF THE CAC'S ROLE IN THE PLANNING PROCESS

Mr. Feigel shared a presentation with the committee regarding the CAC's role in the planning process. The CAC is the primary means by which citizens provide input into the Transportation Planning Process, as an advisory committee to the MPO. The Metropolitan Planning Organization (MPO) and the Pinellas Planning Council (PPC) merged in 2015, creating a countywide forum for transportation and land use planning for 25 local governments through the Countywide Plan Map and Rules and advisory to the Board of County Commissioners in their capacity as the Countywide Planning Authority.

Mr. Feigel provided an overview of the creation of the MPO and the PPC and the various responsibilities of each legal entity, as well as the responsibilities of both under the unified Forward Pinellas Board. The major work products of the agency that the CAC has responsibility to provide feedback on were also reviewed, along with the various timing cycles for each. A discussion ensued about the relationship between land use and transportation and the important role that the CAC plays in reviewing this nexus. Questions were taken and answered appropriately.

9. ELECTION OF OFFICERS

At this time, the floor was opened to nominations for Chair and Vice Chair for 2022. Bob Henion nominated Caron Schwartz as Chair. This was seconded by Tammy Vrana and passed with a unanimous vote. Tammy Vrana nominated Duncan Kovar to continue as Vice Chair. This was seconded by Caron Schwartz and passed with a unanimous vote. Both parties accepted the nominations.

10. OTHER BUSINESS

A. Pinellas SPOTlight Emphasis Areas Update

Chelsea Favero updated the committee on the SPOTLight. Regarding US19, the frontage road re-evaluation is still ongoing and FDOT plans to bring recommendations back before the Board in early 2022. Regarding Access to the Beaches, The Waterborne Transportation Subcommittee will be meeting again on December 17th to review waterborne transportation projects. The Gateway Master Plan is currently in the implementation phase. Forward Pinellas will phase this emphasis area out, while introducing a new emphasis area focusing on employment opportunity. Target Employment and Industrial Land Study (TEILS) will be led by Jared Austin of Forward Pinellas, and will evaluate industrial lands in Pinellas County, access issues and partnerships to get these lands ready for possible redevelopment.

Safe Streets Pinellas resolution was adopted by the Forward Pinellas Board, Treasure Island, St. Pete Beach and Largo. Dunedin will be adopting the ordinance in the coming months. Committee members were encouraged to talk with their City Council members and invite them to adopt this resolution as well.

B. TBARTA Update

Karen Mullins and Bob Henion reported on the last meeting which was scarcely attended.

C. Traffic Fatalities Map

A traffic fatalities map was included in the agenda packet.

D. Tentative Future Agenda Items

E. Future Agenda Item Requests from Committee Members

F. Public Comments

G. Upcoming Events

There will, be a workshop hosted by the Sun Coast Transportation Planning Alliance, held at FDOT, to discuss the future of Rail Transit in Tampa Bay, specifically looking at the CSX corridor. The workshop will be held on December 11th at 930 a.m. There is a link on the Forward Pinellas calendar to attend the meeting virtually.

8. ADJOURNMENT

Meeting adjourned at 8:57 p.m.

**PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF JANUARY 27, 2022**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met at 310 Court Street, 1st Floor Conference Room, Clearwater, FL on Thursday, January 27, 2022 at 7:00 p.m.

MEMBERS PRESENT

Caron Schwartz, (<i>Chair</i>)	City of Gulfport & Inland Communities
Duncan Kovar, (<i>Vice Chair</i>)	At Large Representative
Bob Henion	City of Dunedin
Brandon Huskins - Zoom	City of St. Petersburg Guest
Gloria Lepik-Corrigan - Zoom	TRAC Representative
Karen Mullins - Zoom	City of Dunedin
Luis Serna	City of Clearwater
Kathy Smith	At Large Representative
Tracey Schofield	At Large Representative
Anthony Stillo	At Large Representative
Tammy Vrana - Zoom	City of Oldsmar/Safety Harbor/Tarpon Springs
Paul Wallace - Zoom	City of Largo

MEMBERS ABSENT

Gary Benjamin	At Large Representative
Connie Bruce	At Large Representative
Dylan Carlson	City of St. Petersburg
Bill Jonson	City of Clearwater
Brian Scott	City of Pinellas Park/Mid-County
Loretta Statsick	City of Largo Representative
George Thurlow	At Large Representative

OTHERS PRESENT

Jensen Hackett - Zoom	FDOT – District 7
Lenny Guzkenheimer	South Pasadena Resident Guest
Nousheen Rahman - Zoom	Forward Pinellas Staff
Jared Austin - Zoom	Forward Pinellas Staff
Alexis Boback - Zoom	Forward Pinellas Staff
Chelsea Favero	Forward Pinellas Staff
Robert Feigel	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS

Caron Schwartz, Chair, called the meeting to order at 7:00 pm. and the Pledge of Allegiance was recited. Attendees in the room introduced themselves. At this time, the Chair welcomed members and made the announcement that since there was no quorum, no action items can be brought before the committee and the members on Zoom cannot be approved to vote.

2. APPROVAL OF MINUTES

Due to no quorum being present, this item will be moved to the February meeting.

3. FORWARD PINELLAS ACTIONS

Mr. Feigel reviewed the highlights of the Forward Pinellas Board meeting for January 12, 2022. The Board approved the amendments to the TIP. PSTA staff provided an update on the SunRunner Rising Development Study, which will come to a CAC future meeting. Whit Blanton, Executive Director, provided an update on the Downtown St. Petersburg Mobility Study, which will also come to the CAC at a future meeting. It is noteworthy that TBARTA is supporting the Pinellas Aerial Gondola Feasibility Study, the US 19 Regional Rapid Transit Feasibility Study and the Regional Mobility On Demand Feasibility Study, as well as the possible CSX Feasibility Study. Six local governments have adopted the Safe Streets Pinellas Action Plan. The Forward Pinellas Board also welcomed two new members to the Board, Councilmember Richie Floyd, representing St. Petersburg and St. Petersburg Councilmember Gina Driscoll, representing PSTA.

4. FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Alexis Boback, Forward Pinellas staff, reviewed the Transportation Improvement Program (TIP) with the committee. Forward Pinellas receives federal & state grant funds through FDOT on a two-year Unified Planning Work Program (UPWP) cycle that is reflected within Section 3 of the TIP. Until the final allocations are calculated with the FTA Section 5305 grant funds, estimated funds are used in the UPWP, which was modified at the January Forward Pinellas Board meeting. Now that true figures are available, the UPWP needs to be updated to reflect these. The federal government released the final calculations for FY22 FTA 5305 funds based on 2020 population, 2019 revenue miles and 2019 passenger trips, and there was a resulting decrease in federal funds to the state of Florida. Additionally, the Florida Department of Transportation announced that its match will be a 20% soft match instead of a 10% hard match, which also removes the need for a 10% local match and results in the decrease of cash shown in the tables. The net impact on the Forward Pinellas budget is a reduction in cash available for transit activities by about \$145,332 for FY22. These changes to the UPWP were approved by the board at the January 2022 meeting and the currently adopted TIP (FY21/22-FY25/26) must be modified to reflect these changes. Questions were taken and appropriately answered. No action could be taken at this time due to no quorum being present.

5. SAFETY PERFORMANCE MEASURES AND TARGETS

Ms. Boback shared a presentation with the committee on the Safety Performance Measures and Target recommendations to the committee. There are five performance measures addressing safety: number of fatalities, number of serious injuries, number of non-motorized fatalities and serious injuries, rate of fatalities per 100MVMT and rate of serious injuries per 100MVMT. Staff is federally required to report on the measures each year and set targets. In August of 2021, FDOT sets their own targets for each of the five measures and the MPO's can either support FDOT's targets or set their own. FDOT set their targets at zero at a statewide level, and while Forward Pinellas recognizes that zero is a goal that everyone should strive for, staff recommends setting targets that are realistic and achievable. Staff recommended that the 2021 targets be retained while continuing to monitor performance going forward. Discussion ensued regarding the importance of supporting a goal of zero deaths and serious injuries and the need for Forward Pinellas to work with their partners to do more to reduce these numbers countywide. Questions were taken and appropriately answered. No action could be taken at this time due to no quorum being present.

6. URBAN DESIGN SERVICES PILOT PROGRAM

Nousheen Rahman, Forward Pinellas staff, shared a presentation with the committee on the Urban Design Services Pilot Program for 2022-2023. This program is a partnership between Forward Pinellas and Pinellas County Department of Housing and Community Development. The purpose of urban design is to make connections between people and places through both the human made and natural factors in an environment; to enhance the design of buildings, streets and landscapes, while enhancing neighborhood aesthetics and maintaining community character. This program is intended to improve the quality of new development using Urban Design Tools, City staff/developer/ stakeholder engagement and community member involvement in decisions about built environment. It provides an opportunity for residents to shape proposed development or redevelopment projects in the community. The program will be free to local governments interested in using these services. This pilot program consists of three components:

- Work with developers to provide urban design guidance during the site/development plan process
- Work with community/neighborhood groups to host charettes/studios
- Evaluate and/or advise on proposed form-based codes and other types of regulations

Both Forward Pinellas and the Department of Housing & Community Development have designated a staff member as a point of contact for the program and Forward Pinellas has selected S&ME to serve as the consultant for this pilot program. Forward Pinellas is working to raise awareness of this new pilot program so that they may begin to work with interested communities. Questions were taken and appropriately answered.

7. MULTIMODAL ACCESSIBILITY INDEX KNOWLEDGE EXCHANGE SERVICE (KES)

Jared Austin, Forward Pinellas staff, shared a presentation with the committee on the Multimodal Accessibility Index Knowledge Exchange Series. Due to the limitations of using a roadway performance measure that is focused on automobile travel, Forward Pinellas has developed a new methodology referred to as the Forward Pinellas Multimodal Accessibility or MAX Index to serve as a multimodal alternative to the traditional level of service, specifically for the countywide plan map amendment or land use process. In early 2021, a subcommittee was formed of land use and transportation planners to help develop and review the methodology incorporated in the MAX Index. After the methodology was developed, Forward Pinellas provided an overview of the index to several local government planning directors and staff to gain valuable thoughts, insights and feedback, used to modify the index to better meet local needs, as well as to develop comprehensive balancing criteria for map amendments that do not meet the scoring threshold. This is a GIS based methodology, breaking Pinellas County into quarter mile grid cells, assigning points to each grid cell for a variety of multimodal factors. The points are totaled to get the cell value and the new data was compared to past land use cases to test out its applicability. The MAX Index was found to be thorough and more in depth than traditional LOS, however corrections were needed based on the binary nature of the scoring system. The next steps are to develop draft balancing criteria, bring the draft to local governments and committees for feedback and bring the final draft to the Forward Pinellas Board for approval. Once this is complete, the goal is for the MAX Index to become the new multimodal standard level of

service metric within the Countywide Map amendment process. Questions were taken and appropriately answered.

8. OTHER BUSINESS

A. Pinellas SPOTlight Emphasis Areas Update

Chelsea Favero updated the committee on the SPOTLight. For U.S. 19, continuing to work with FDOT on design options for the Frontage Roads, to look at different ways to make them safer for bicyclists and pedestrians. As for Access to Beaches, the Waterborne Transportation subcommittee will be meeting on February 24th @ 1:00 pm, to continue discussions on the Countywide Policy and Strategy Plan to expand Waterborne Transportation. Jared Austin, Forward Pinellas staff, continues to work on the TEILS study, which the scope and budget were approved by the Board last month, and will bring updates to the committee in the coming months.

B. Safe Streets Pinellas

Six or seven municipalities have adopted the Safe Streets Pinellas resolution. If committee member's municipality is not on the list, they are encouraged to reach out to the principals and ask them to adopt it.

C. TBARTA Update

Bob Henion shared a TBARTA update. The vanpool is the only real working program that transports people within TBARTA's purview. This program has not expanded out to the public sector as of yet. Otherwise, there were no other updates.

D. Traffic Fatalities Map

A traffic fatalities map was included in the agenda packet.

E. Tentative Future Agenda Items

F. Future Agenda Item Requests from Committee Members

- 1) Information presentation on Hit and Run Accidents.
- 2) Bylaw updates taking changes to gender into consideration.
- 3) Virtual quorum letter to push legislation.
- 4) A survey to change the meeting time.

G. Public Comments

Tracey Schofield shared that his charity, Police and Kids Foundation, would like to help fund part or all, depending on the cost, of some type of safety program. If someone has an idea on ways to get the word out on driving safety, pedestrian safety and bicycle safety, he wants to help.

H. Upcoming Events

Bike Your City Event on March 18, 2022, in Gulfport.

9. ADJOURNMENT

Meeting adjourned at 8:41 p.m.

SUMMARY

The February 9, 2022 Executive Summary is provided for your information. A staff member will summarize actions taken by the Forward Pinellas Board at these meetings.

ATTACHMENT: Executive Summary for February 9, 2022

ACTION: None Required, Informational Item

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting in person on February 9, 2022, at 1 p.m. in the Palm Room at the Pinellas County Communications Building.

The board unanimously adopted the Safety Performance Measures and Targets for 2022

The board adopted the Safety Performance Measures and Targets, aiming for a 20% reduction in fatalities and a five% reduction in serious injuries, with the long-term goal of zero fatalities and serious injuries by 2045. New 2020 data for Pinellas County shows a 1% increase in fatalities and an 8.1% decrease in serious injuries (based on 2016-2020 averages compared to 2015-2019 averages). Though the five-year average showed a 3.8% decrease in pedestrian and bicyclist fatalities, 2021 has seen a record number of deaths and those numbers are not yet included. Forward Pinellas is committed to working toward our Safe Streets Pinellas Vision Zero goal through speed studies, supporting safety-related legislation, adopting priority projects in the Transportation Investment Program (TIP), and encouraging all local communities to support the implementation of the Safe Streets Pinellas Action Plan.

- Commissioner Smith clarified with staff that the reason we're retaining our targets and not trying to decrease them at this point is because the existing targets have not yet been achieved, but are still considered achievable, but only if others are willing to help. To reach this goal we need legislative support, law enforcement support, and state/local partner support.
- Commissioner Eggers requested we increase the utilization of speed feedback signs throughout the county. Mr. Blanton agreed with this idea and confirmed he would look into a solution.
- Mayor Kennedy requested staff consider bringing more consistency to speed limits on corridors that go through small communities that have varying speed limits.
- Commissioner Eggers responded that speed limits should be set based on the road design and not for continuity.

Dr. Cynthia Johnson presented Private Sector Perspectives - Pinellas County's Economic Development Vision

Pinellas County Economic Development (PCED) Director Dr. Cynthia Johnson discussed their vision to build a more resilient, inclusive, and equitable Pinellas County. As a long-time key partner of Forward Pinellas, PCED helps create an environment where businesses want to move, current businesses can thrive, and where the workforce wants to live. Dr. Johnson strives to intentionally create opportunities to meet the needs of underrepresented communities, which builds a more resilient community that serves all generations. PCED is proud to promote innovation and entrepreneurship through the [ARK Innovation Center](#), committing to equitable development and job creation, which will arrive in St. Pete

in 2022. Dr. Johnson closed her presentation with her theory of Four Teambusters: Lack of Trust, Lack of Transparency, Turf Wars, and Transition. She stated, “Our goal [at PDEC] is we are trusting, we honor tradition but don’t allow us to keep us from moving forward, we are one Pinellas and we’re transparent.” Forward Pinellas is thankful for PDEC’s partnership in moving Pinellas forward.

- Commissioner Long clarified with Dr. Johnson that PCED, Forward Pinellas, and the City of St. Pete are working with a developer who has proposed a mixed-use development policy framework in the 22nd St. S. area. Discussions are ongoing and all parties are hopeful that we can work together to find a solution.
- Commissioner Merz appreciated Dr. Johnson’s perspective of “One Pinellas” and echoed the importance of incubators to the success of innovators and businesses. He asked if PCED considered working with the small business association and development centers.
- Dr. Johnson noted that PCED is the lead agency for the Florida Small Business Center and has subcenters in eight different chambers and several libraries to “meet the businesses where they are.” PCED looks forward to continuing to strengthen that relationship with our small businesses and providing access to everyone.
- Councilmember Gabbard applauded Dr. Johnson’s approach to be more intentional and meet the needs of all our businesses in Pinellas County, as well as the effort to move forward on the partnership for the proposed 22nd St. S. Project.
- Councilmember Driscoll echoed the appreciation for working on the 22nd St. S. Project, noting that when we talk about “Industry,” this is not the antiquated version of smokestacks and noisy factories – but rather, [everything from financial service offices to software developers to research labs](#).
- Mayor Kennedy clarified with Dr. Johnson that they are creating a platform where businesses can see what PCED offers and how to take advantage of these opportunities.
- Commissioner Eggers stated he was glad PCED is a partner on the [TEILS Update](#) and would like staff to be mindful that industrial land must be available for businesses to come to Pinellas County.

Forward Pinellas staff presented updates on the Advantage Pinellas Investment Corridor Transition Plan for Alternate US 19 (SR 595)

Forward Pinellas will begin the Advantage Pinellas Investment Corridor Transition Plan to develop recommendations for Alternate US 19 (SR 595). As part of the Advantage Pinellas Investment Corridor Strategy, this redevelopment effort will encourage enhanced transit service and other multimodal transportation options to link jobs, education, and housing.

The board unanimously approved a modification to the FY 21/22-25/26 Transportation Improvement Program

Forward Pinellas receives federal and state grant funds through FDOT on a two-year Unified Planning Work Program (UPWP) cycle. During the January meeting of Forward Pinellas, the board voted to

modify the UPWP. The currently adopted TIP (FY21/22-FY25/26) must be modified to reflect a reduction in available transit planning funds by \$145,332 for FY22. This reduction is a result of a new state matching policy for a particular federal planning grant.

- Mr. Blanton advised that this \$145,332 reduction in federal transit planning funds will affect Forward Pinellas' ability to provide for all the needs in Pinellas County. We appreciate Pinellas County's stated partnership to continue their 10% local contribution to help our financial position.

The board recommended approval of an amendment to the Countywide Plan Map

- The board recommended approval of the following amendment to the Countywide Plan Map:
 - An amendment from the City of Tarpon Springs to amend the property at the southwest corner of Highland Ave. and South Pinellas Ave. from Retail & Services and Residential Low Medium to Retail & Services to designate the property under one land use category, and allow for the use of the property as a medical office.

SPOTlight Updates

- Forward Pinellas kicked off the Target Employment & Industrial Lands Study (TEILS) Update, meeting with the consultants and partners, including PCED and Pinellas County Housing and Community Development, discussing goals and objectives for the project. The primary focus of the study is to identify lands that should be preserved or converted for target employers, lands that could be subject to mixed-use development in the future, and how countywide planning efforts can be adapted to suit these needs. The project is scheduled to be completed by the end of 2022. For more information on this project, visit: www.ForwardPinellas.org/TEILS
- The Town of Indian Shores approved their preferred alternative for a sidewalk on Gulf Blvd. They chose the option with a sidewalk and bike lane on both sides of the road and two travel lanes. Forward Pinellas is working with FDOT staff to add this project to the new 5th year of the state's Work Program.
- Forward Pinellas staff held individual meetings with committee members to discuss the Waterborne Transportation Policy and will present the committee's recommendations to the Forward Pinellas board this spring.

Other Items

- PSTA is moving forward with the SunRunner Rising Development Study and is continually working to replace the aging bus fleet with electric transit. They are also partnering with the City of Clearwater to provide a free Park & Ride service during spring break.
- TBARTA is completing the Urban Gondola Study but pivoting to focus on the City of Clearwater due to local support. FDOT is continuing to communicate with CSX about potential acquisition or use of those tracks.
- Mr. Blanton and Councilmember Gabbard attended meetings in Tallahassee and discussed several bills we support and some of concern, including the advancing [Senate Bill \(SB\)](#)

[962](#) and [House Bill \(HB\) 981](#). They spoke with several representatives about finding a compromise that would respect our home rule and allow Pinellas County to retain the ability to make decisions for our communities.

- Forward Pinellas would like to pursue a strategy to seek legislative approval to conduct select advisory meetings virtually to serve our citizens in a meaningful way. Mr. Blanton will bring back more information on this at a later date.
- Forward Pinellas staff are currently developing a summary of construction projects with the estimated timelines for start and completion dates that will be easy to reference.
- Pinellas County citizen Mike Riordon provided public comment and implored the board to support reducing the posted speed limit on Drew St. to 30 mph and increase enforcement for those speeding in order to increase the safety of this area.

Action Sheet

February 9, 2022

At its February meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)
Approved to include the following:
 - A. Approval of Minutes of the January 12, 2022 Meeting
 - B. Approval of Committee Appointments
 - C. Acceptance of Quarter One Financial Report and Budget Amendment
- **Approval of Modification to the Transportation Improvement Program (TIP)**
Following a presentation by Alexis Boback, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, approved the modification to the TIP as outlined. (roll call vote: 11-0; Councilmember Floyd had not yet arrived)
- **Countywide Plan Map Amendment(s)**
One case was approved:
 - 1. CW 22-03 – City of Tarpon Springs (vote: 11-0; Councilmember Floyd had not yet arrived)
- **Safety Performance Measures and Targets**
Following a presentation by Alexis Boback, Forward Pinellas staff, the board, in its role as the metropolitan planning organization, adopted the safety performance measures and targets as outlined. (vote: 11-0; Commissioner Long had stepped out)

Citizens Advisory Committee – February 24, 2021

4. Proposed Amendment to the Transportation Improvement Program (TIP)

SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT(S): (Any proposed TIP amendment forms will be provided at the meeting)

ACTION: Provide a recommendation to the Board for TIP amendments (if any)

5. Unified Planning Work Program

SUMMARY

The Unified Planning Work Program (UPWP) is a two-year plan that identifies a metropolitan planning organization's (MPO) transportation planning activities and associated funding. State and federal transportation funding agencies provide guidance on required elements and timeframes for review and adoption of the UPWP, but the way the MPO allocates its funding for the various planning activities is at the discretion of the MPO.

Forward Pinellas is currently developing the UPWP for July 1, 2022 – June 30, 2024. The draft must be submitted to state and federal review agencies by mid-March. After the review, agencies have an opportunity to comment on the draft. The final UPWP must be adopted by Forward Pinellas in May.

The UPWP includes introductory sections that discuss the MPO's functions and the planning priorities of the MPO, state and federal governments. This is followed by task pages and budget information that details staff support activities, consultant work and associated grant funding. Forward Pinellas staff will present the draft UPWP and answer questions from committee members.

ATTACHMENT(S): UPWP Draft FY 2022/23-2023/24

ACTION: CAC to recommend approval of the draft FY 2022/23-2023/24 UPWP for transmittal to review agencies



UNIFIED PLANNING WORK PROGRAM (UPWP)

State Fiscal Years 2023-2024
July 1, 2022 – June 30, 2024

Prepared by:
Forward Pinellas
in its role as the Pinellas County Metropolitan Planning Organization
310 Court Street
Clearwater, Florida 33756
727-464-8250
forwardpinellas.org

Preparation of this document was financed by the Federal Highway Administration, the Federal Transit Administration, the Florida Department of Transportation and the Pinellas County Metropolitan Planning Organization.

Federal Highway Administration: Highway Planning and Construction Grant (PL), Catalog of Federal Domestic Assistance (CFDA) 20.205; Financial Project Number (FPN) 439338-3-14-01; Federal Aid Project Number 0057-058-M & Federal Highway Administration: Surface Transportation Program (SU), CFDA 20.205; FPN 439338-3-14-02, Federal Aid Number 0057-058-M, Federal Transit Administration (FTA) Section 5305 Program, FTA G1G93, FPN 402514-1-14-20, CFDA 20.505.

In accordance with Title VI of the Civil Rights Act of 1964, the MPO does not discriminate based upon race, color, national origin, sex, religion and disability in the execution of the tasks and activities of this Unified Planning Work Program.

Forward Pinellas

Joanne “Cookie” Kennedy, Chair

City of Indian Rocks Beach, representing the Beach Communities*

Janet Long, Vice Chair

Pinellas County Board of County Commissioners

Karen Seel, Secretary

Pinellas County Board of County Commissioners

Cliff Merz

City of Tarpon Springs, representing the cities of Tarpon Springs, Safety Harbor and Oldsmar

Julie Ward Bujalski

City of Dunedin

Bonnie Noble

Kenneth City, representing Belleair, Belleair Bluffs, Gulfport, Kenneth City, Seminole and South Pasadena

Gina Driscoll

City of St. Petersburg, representing the Pinellas Suncoast Transit Authority

Patti Reed

City of Pinellas Park

Dave Eggers

Pinellas County Board of County Commissioners

Richie Floyd

City of St. Petersburg

Michael Smith

City of Largo

Brandi Gabbard

City of St. Petersburg

Whit Blanton, FAICP

Executive Director

Adopted May 13, 2020

**Beach communities include the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, St Pete Beach*

RESOLUTION

Resolution #20-__

A RESOLUTION OF FORWARD PINELLAS, IN ITS ROLE AS THE PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, APPROVING THE STATE FYS 21 AND 22 UNIFIED PLANNING WORK PROGRAM

WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, is the designated entity responsible for transportation planning in Pinellas County, and is also the designated official planning agency in coordinating transportation for the transportation disadvantaged; and

WHEREAS, Forward Pinellas has developed a Unified Planning Work Program for State Fiscal Years 21 and 22 covering a period from July 1, 2020 through June 30, 2022, as required by 23 Code of Federal Regulations (CFR) Section 450.308 and Florida Statutes Section 339.175(9).

NOW, THEREFORE, BE IT RESOLVED by Forward Pinellas as follows:

1. The Unified Planning Work Program for State Fiscal Years 21 and 22 is approved and authorized to be submitted to state and federal agencies; and
2. The Forward Pinellas Executive Director is hereby authorized to develop and execute all supporting and program objective related grant applications, participation agreements, authorized reimbursement requests and authorized expenditures in support of the UPWP. The Forward Pinellas Executive Director is also authorized to make UPWP non-substantive modifications and amendments involving text changes, monetary changes of less than or equal to ten percent or \$25,000 (whichever is greater) of an individual task, task budget changes associated with Board-approved project budgets and accompanying scopes of services, and amendments that are less than five percent of the overall UPWP balance. The Forward Pinellas Executive Director will report these actions to the Forward Pinellas Board.

This resolution offered and adopted at the May 13, 2020 meeting of Forward Pinellas as hereinafter set forth:

_____ offered the foregoing resolution which was seconded by

_____ and the vote was:

AYES:

NAYS:

Absent and not voting:

ATTEST:

Whit Blanton, Executive Director
Forward Pinellas

Dave Eggers, Chair
Forward Pinellas

APPROVED AS TO FORM

By: Cherise Hardy
Office of the County Attorney

COST ANALYSIS CERTIFICATION

(to be included in final document)

AUTHENTICATION

Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, in regular session, on **May 13, 2020**, adopted the FYs 2023 – 2024 Unified Planning Work Program (UPWP) for the Pinellas County Urbanized Area.

Joanne “Cookie” Kennedy, Chair Forward Pinellas

Table of Contents

Resolution	iii
Cost Analysis Certification.....	v
Authentication	vii
Introduction	1
Planning Priorities	3
Local Priorities.....	3
Federal Priorities.....	3
State Priorities.....	5
Organization and Management	7
Planning Activities and Tasks	11
1.1 Program Development and General Administration	11
2.1 Public Participation	13
3.1 Monitoring Activities.....	15
4.1 Systems Planning	16
5.1 Long Range Plan and Transportation Improvement Program Development and Implementation .	19
6.1 Regional Planning and Coordination.....	20
7.1 Special Projects	25
Task Budget Tables.....	28
Summary Budget Tables	28
Appendix A. Internal Work Program.....	A-1
Appendix B. Acronyms/Abbreviations	B-1
C. Certifications & Assurances	C-1
D. FTA Section 5305 Application	D-1
E. Title VI Nondiscrimination Certification & Title VI Program	E-1
F. Travel Resolution.....	F-1
G. Other Non-Federal Local Agency and Municipal Planning Projects	G-1
H. FDOT District 7 Planning Activities	H-1
I. Review Agency Comments & Staff Responses.....	I-1

Introduction

The Unified Planning Work Program (UPWP) outlines federal and state funded transportation planning activities and corresponding end products anticipated to occur from July 1, 2022 through June 30, 2024. The Pinellas County Metropolitan Planning Organization (MPO) conducts and supports transportation planning efforts including systems planning, long range transportation planning, and project prioritization and implementation. The UPWP applies to the Pinellas Transportation Study Area, which encompasses Pinellas County.

MPOs are required to adopt UPWPs pursuant to Federal and State law (Chapter 339 Florida Statutes). The objective of the UPWP is to ensure a continuing, cooperative and comprehensive approach to planning for the full spectrum of transportation needs within the urban area and to ensure coordination with adjacent urban areas and the region. This includes providing leadership and coordinating with stakeholders, neighboring counties and MPOs, public transportation providers, the Tampa Bay Regional Planning Council (TBRPC), the Tampa Bay Area Regional Transit Authority (TBARTA), and the Florida Department of Transportation (FDOT).

The UPWP is developed based on public and stakeholder input. A draft UPWP was reviewed at the [February 23, 2022](#) Citizens Advisory Committee (CAC) meeting, [February 24, 2022](#) Technical Coordinating Committee meeting and [March 9, 2022](#) MPO Board meeting. Through the Technical Coordinating Committee, the MPO asks for input regarding local transportation planning projects. Draft and adopted versions of the UPWP are posted on the MPO website and in committee and Board agenda packets. Notice of meetings involving the review and adoption of the UPWP were available online, including on the Forward Pinellas website at www.forwardpinellas.org. The public is welcome to comment at all Forward Pinellas Board meetings.

As required by federal and state law, the UPWP sets forth planning objectives and line-item budget amounts for each MPO planning task. It includes a discussion of planning priorities, activities, budget allocation methodology, and the organizational and management structure of the MPO. Work activity and corresponding end products associated with each task are provided on the itemized task pages. Budget pages, including summary tables, are included in the document. Certifications, assurances, grant applications and other grant-related materials are available in the appendices.

Forward Pinellas is the fictitious name for two now-merged agencies: the Metropolitan Planning Organization (MPO) and Pinellas Planning Council (PPC). These two separate agencies became one consolidated agency in 2014, pursuant to Chapter 2012-245, Laws of Florida. The merger of the two agencies was intended in order to better integrate countywide transportation with countywide land use planning. As a result of this merger, Forward Pinellas now maintains and implements both the Countywide Plan, which guides and coordinates the countywide land use planning activities of the county's 25 local governments, and the countywide transportation planning functions identified in federal and state statutes.

The mission of Forward Pinellas is to align funding and technical resources with a vision and corresponding actions aimed at creating more economically sustainable and livable communities within Pinellas County. The agency has a strategic business plan, adopted in 2017, and has focused on Pinellas SPOTlight initiatives. These initiatives have included Enhancing Beach Community Access, A Vision for US 19 and a

Gateway/Mid-County Area Master Plan. The SPOTlight initiatives involve both land use and transportation planning and are included in the planning priorities section and special project task.

The UPWP is financed primarily by four different grant programs. These include Federal Transit Administration (FTA) Section 5305, Federal Highway Administration (FHWA) Metropolitan Planning (PL) and Surface Transportation programs and the Florida Transportation Disadvantaged Trust Fund. Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft-match” provision that allows the federal share to be increased by up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA funding in the UPWP is \$554,369. “Soft Match” for FHWA funds equates to 18.07%. The FDOT provides a 10% match for the FTA Section 5305 funding and Forward Pinellas (previously Pinellas County) provides a 10% local match for the FTA Section 5305 funding. Other federal funding sources for transportation planning are included in the UPWP, such as FTA Section 5307 funds, which directly fund the Pinellas Suncoast Transit Authority (PSTA) planning activities.

MPO expenditures under the UPWP are assigned as direct costs. This includes personnel services (e.g., staff salaries, fringe benefits and other deductions), consultant services, travel and other direct expenses. Indirect costs are not calculated.

Planning Priorities

This UPWP addresses the priorities and planning factors of Forward Pinellas, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT), as available.

Local Priorities

The Forward Pinellas Board adopted the Strategic Planning and Operations Topics Initiatives, or SPOTlight areas, in 2015. As part of that effort, three original SPOTlight areas were chosen, Enhancing Beach Community Access, A Vision for US 19, and a Gateway/Mid-County Area Master Plan. Each of these areas had a land use and transportation component, reflecting the mission of Forward Pinellas, and each involved local and regional partnerships that addressed accessibility and mobility options.

The goal for each SPOTlight area is to identify strategic short-term actions within the framework of a longer-term land use, redevelopment and transportation vision. All three work plans will include the following phases:

Imagine – define the problem(s), convene partners, and develop a working vision.

Explore & Discover – review data, trends and conditions to identify needs and strategies.

Test – determine strategies that would be effective and supported by the community.

Set the Course – confirm the vision, strategies and actions, and set performance targets.

Convey Understanding – document actions, tell the story and evaluate effectiveness of the strategies and actions.

Based on board feedback, an update to the Target Employment and Industrial Lands Study, originally developed by the PPC, is underway as a new SPOTlight Emphasis Area, but is being developed without MPO funding, so is not reflected on the task tables. The SPOTlight emphasis areas are consistent with FDOT Office of Policy Planning emphasis areas for Florida MPOs with regard to UPWP development in terms of safety, equity, resilience, and emerging mobility and is also consistent with the Forward Pinellas Strategic Business Plan, adopted in the fall of 2017.

Federal Priorities

In December 2021, the federal government issued new Planning Emphasis Areas for MPOs to consider in the metropolitan planning process. These planning emphasis areas replace the planning factors included in the FAST Act and continue the federal government's role in providing strategic guidance to the metropolitan areas. The federal Planning Emphasis Areas are listed below, followed by a table with the Forward Pinellas tasks that address them.

Federal Planning Emphasis Areas

1. Tackling the Climate Crisis: Transition to a Clean Energy, Resilient Future
2. Equity and Justice40 in Transportation Planning
3. Complete Streets
4. Public Involvement

5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environmental Linkages
8. Data in Transportation Planning

UPWP Tasks		Planning Factors							
		1	2	3	4	5	6	7	8
1.1	Program Development and General Administration	X	X	X	X	X	X	X	X
2.1	Public Participation	X	X	X	X	X	X	X	X
3.1	Monitoring Activities		X		X		X	X	X
4.1	Systems Planning	X	X	X	X	X	X	X	X
5.1	Transportation Improvement Program Development and Implementation	X	X	X	X	X	X	X	X
6.1	Long Range Transportation Plan Development and Implementation	X	X	X	X	X	X	X	X
7.1	Regional Planning and Coordination	X	X	X	X	X	X	X	X
8.1	Special Projects	X	X	X	X	X	X	X	X
9.1	Sun Coast Transportation Planning Alliance Shared Activities	X	X		X	X	X	X	

State Priorities

The FDOT Office of Policy Planning has identified four emphasis areas for Florida MPOs to consider when developing their UPWPs: safety, equity, resilience, and emerging mobility. These emphasis areas set planning priorities, support the Florida Transportation Plan and give importance to topic areas MPOs are encouraged to address.

Forward Pinellas, like FDOT, embraces safety through Vision Zero. In March 2021, the Forward Pinellas Board adopted the Safe Streets Pinellas action plan that includes countermeasures and ways in which Forward Pinellas can work with its partners to get to zero deaths. The MPO develops and reports on safety performance measures which continue to guide discussion on progress toward reaching the goal of zero fatalities and serious injury crashes. Forward Pinellas has also begun development of a funding program for local government safety projects. The intent of this new funding program will be to make funding available before the new 5th year of the FDOT Work Program for local governments to be able to implement needed safety improvements without needing to wait several years for funding. In addition, Forward Pinellas intends to make up to \$100,000 in planning funds for local governments to begin the identification of projects that support Safe Streets Pinellas. This program is still under development and should be implemented in the first year of this UPWP.

In 2020, Forward Pinellas initiated an equity assessment based on an internal review of the agency's practices, programs, structures and products to determine the impact the agency has on equity conditions in Pinellas County. The equity assessment processes were trifold and included an internal audit, external impact assessment, as well as the collection of experiential data from the public to further understand

baseline inequalities and unmet needs. The latter component of the assessment was the most important and was based on developing new connections with communities of color and low-income populations in Pinellas County. The goals of the equity assessment were to develop new community partnerships to increase political voice for historically disadvantaged populations and provide new opportunities for participative planning processes. The data collected included quantitative data from GIS analysis, census data, and a robust outreach process involving public survey, focus groups and listening sessions. The qualitative and experiential data was collected through numerous in-person and virtual events designed to simply listen to people and hear their concerns. Through the assessment process, Forward Pinellas has drafted a series of action items ranging from near-term, mid-term and long-term which will be monitored and evaluated through time. Over the next 2-years, the agency will integrate many of the near-term action items into our planning processes and seek to strengthen our newly developed partnerships heading into the development of the 2050 LRTP.

In the FY 2020-21 UPWP cycle, Forward Pinellas and partner agencies conducted a major resiliency planning effort that examined the region's roadway network and also outlined mitigation strategies. The effort focused on several corridors in each county but provided overall information that can be used across the region. Forward Pinellas will continue to consider resiliency in its planning efforts, particularly in the implementation of Advantage Pinellas, its long range transportation plan, and the prioritization of projects. In addition, through the SCTPA Regional Needs Assessment, Forward Pinellas will work with the other MPOs in the region on updating this resiliency effort, expanding the effort beyond the urban core counties and re-evaluating the identified mitigation strategies developed just a few years ago.

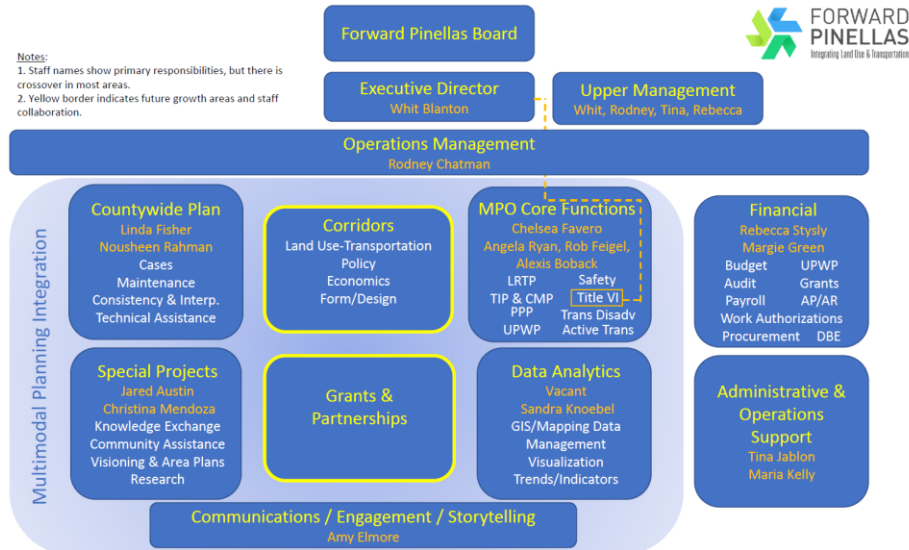
The fourth state priority of emerging mobility involves the potential impacts of Connected Vehicle (CV) and Automated Vehicle (AV) technologies, micromobility devices, and other technological advancements. This includes unknown factors and how these technologies will continue to develop and interact with the current transportation systems and shared mobility services in the short, middle and long term future. Forward Pinellas began to address ACES and its potential impact in Advantage Pinellas, which included multiple scenarios as these technologies continue to evolve. Forward Pinellas will continue to prepare for emerging mobility in its long range planning effort and implementation through the Transportation Improvement Program and project prioritization process. In addition, Forward Pinellas has been including the consideration of emerging mobility in all of its scopes for planning activities for the past two years, and plans to continue to do so into the future.

In addition to the statewide priorities, FDOT District 7 has developed District Planning Activities, available in [Appendix H](#).

Organization and Management

Forward Pinellas is the fictitious name for both the Pinellas County MPO and the Pinellas Planning Council (PPC). The two boards share the same membership but are separate legal entities. Staff support for the MPO is provided pursuant to an agreement with the PPC. One executive director is responsible for overseeing Forward Pinellas and reports directly to the board. For administrative purposes, staff is assigned to either the MPO or PPC. However, staff members may perform work for both entities or participate in joint PPC/MPO projects, as determined in the budgeting process and tracked through bi-weekly timecards. Staff work on MPO and PPC projects is evaluated approximately every quarter.

The Forward Pinellas organizational chart is shown below.



Committees

Forward Pinellas has seven committees that provide input and advise on a range of topics and issues. The **Bicycle Pedestrian Advisory Committee** includes citizens and technical staff and focuses on bicycle and pedestrian needs, concerns and facility planning throughout the County. The **Citizens Advisory Committee** is composed of citizen representatives from different geographic areas of Pinellas County, a representative of the Pinellas Suncoast Transit Authority's Transit Riders Advisory Committee and at large representatives. The CAC reviews and takes action on items before they go to the Forward Pinellas Board. The **Local Coordinating Board** provides guidance to the Transportation Disadvantaged Program and includes citizens and social service agency representatives. The **Pinellas Trail Security Task Force** is a committee of law enforcement and others who address security along the Pinellas Trail. The **Planners Advisory Committee** is a committee of planners who address land use matters and review land use cases prior to review and action by the Forward Pinellas Board in its capacity as the PPC. The **Technical**

Coordinating Committee is composed of transportation-related representatives from local governments and other governmental agencies in Pinellas County and reviews transportation-related items before they go to the Forward Pinellas Board. The **School Transportation Safety Committee** handles issues and concerns related to transportation to and around schools, such as infrastructure needs.

In addition to the committees listed above, in 2021, the Forward Pinellas Board established the **Waterborne Transportation Subcommittee** to discuss strategies and policies to help advance waterborne transportation in the county. This committee is expected to continue working for the foreseeable future, with the ultimate goal of recommending amendments to the LRTP and advancing a waterborne transportation project for funding through the FDOT Work Program.

Forward Pinellas serves on the Sun Coast Transportation Planning Alliance (SCTPA), formerly known as the West Central Florida MPO Chairs Coordinating Committee. The SCTPA represents the eight counties of the region and includes one representative from each of the MPO boards. Each of the member MPOs of the SCTPA provides dedicated funding for regional planning activities that are reflected in Task 9.1. Three Forward Pinellas Board members also serve on the Tampa Bay Transportation Management Area Leadership Group, which consists of nine elected officials from Hillsborough, Pasco and Pinellas counties, as well as non-voting technical advisors that advise the MPO boards of the three counties on regional matters. The TMA Leadership Group is a subcommittee of the SCTPA.

The FDOT District 7 Secretary (David Gwynn) serves as a non-voting advisory member to the MPO.

Agreements

There are six core agreements that frame the operations of the MPO, listed below.

1. *Interlocal Agreement for the Creation of the Metropolitan Planning Organization*
The purpose of this agreement is to re-establish the MPO and recognize the boundary and reapportionment approved by the Governor of Florida. It includes a listing of the MPO's major responsibilities. The current agreement began on October 15, 2014 and remains in effect until terminated.
2. *Metropolitan Planning Organization Agreement for PL and SU funds*
The parties in this agreement are the MPO and FDOT with the purpose of distributing Federal Highway Administration Planning (PL) and Surface Transportation Program (STP) funds for the completion of transportation related planning activities set forth in this UPWP. The agreement follows the timeframe of the 2-year UPWP and this document is an exhibit. **The agreement is set to expire on June 30, 2020 and new one will be in place from July 1, 2020 through June 30, 2022.**
3. *Public Transportation Grant Agreement for FTA 5305 funds*
Every year, the MPO and FDOT enter into a joint participation agreement for the purpose of providing FTA Section 5305 program funding to support the cooperative, continuous and comprehensive planning programs for making transportation investments in metropolitan areas. Each agreement has its own start and end date. **Contract G1G93, the most recent 5305 contract, began on December 6, 2019 and expires on June 30, 2022. Contract G1501 also extends into this UPWP, expiring on June 30, 2021.**
4. *Intergovernmental Coordination Review and Public Transportation Coordination Joint Participation Agreement*

This agreement provides for cooperation with public transportation system operators, intergovernmental coordination with the Regional Planning Council, and provides for dispute resolution. The agreement was made and entered on January 28, 2015 and automatically renews every five years.

5. *Interlocal Agreement for Staff and Support Services*

The MPO and PPC have an agreement for the provision of staff and support from the PPC for the MPO's operations, including staff services, office and meeting space, and equipment and technical support. This agreement was entered into on December 10, 2014 and remains in effect until terminated by either the MPO or PPC.

6. *Chairs Coordinating Committee Interlocal Agreement*

Forward Pinellas, the Hernando/Citrus MPO, Hillsborough MPO, Pasco MPO, Polk County TPO and Sarasota/Manatee MPO participate in regional transportation planning through the Chairs Coordinating Committee (CCC). The structure of this organization is formalized through an interlocal agreement. The interlocal agreement was last amended in 2017 and is going through an amendment process in 2020 to specifically address the Tampa Bay Transportation Management Area Leadership Group as a sub-committee.

In addition to these agreements, the MPO contracts with organizations receiving FTA funding through the MPO, general planning consultants and other entities that work with or provide services to the MPO. Pursuant to an annual agreement with the MPO, PSTA is allocated \$80,000 (including state and local match funds) from the MPO's FTA 5305 funds annually.

Operational Procedures and Bylaws

The MPO's roles and responsibilities are established by Title 23 U.S. Code and Chapter 339, Florida Statutes. Forward Pinellas has Board operating procedures as well as an Internal Control Structure Policy Manual that the Board approves and updates on a periodic basis. The Internal Control Structure Policy Manual includes information on operational areas, including signature authority and fiscal procedures.

Grant Budgeting and Management

Forward Pinellas maintains an internal team (Operations Team) that includes individuals who work on financial and grant management, fiscal operations, and administration. The team is responsible for discussing major budgetary items, funding, accounting and audit matters and procurements. For the purposes of developing the UPWP, the Operations Team was included in matters related to the funding of the UPWP and expenses. This team is responsible for discussing UPWP revisions and reporting them to the Forward Pinellas Board.

The budgeting process for the UPWP began with the projected grant amounts discussed by the Operations Team. A series of internal meetings and reviews were held by Forward Pinellas staff to review the activities and end products the agency anticipates over the next few years based on requirements and local, state and federal priorities. This was the basis for developing anticipated personnel projections, consultant work, travel and direct expenses. Based on these figures, dollar amounts were assigned to each task and then distributed across the grants. A draft UPWP, including budget allocations, was presented to the CAC, TCC and Forward Pinellas Board for review prior to submittal to the reviewing agencies. The Forward Pinellas Board approved the final UPWP and is apprised of any related budgetary matters.

Throughout the course of the UPWP timeframe, Forward Pinellas staff maintains the plan, revising it as needed. Grants management processes and procedures are consistent with the Internal Control Structure Policy Manual as well as other internal policies and procedures regarding financial oversight. Staff works closely with FDOT and other agencies to ensure consistency with state and federal requirements.

Planning Activities and Tasks

UPWP Task 1.1 Program Development and General Administration

PURPOSE: Provide support for the Board and the staff and resources necessary to develop and implement transportation plans and programs and comply with federal and state requirements.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO provided support and assistance to the MPO and committees, conducted procurements, and completed support activities as needed.

	Required Activities	End Products	Completion Date
A	Provide support, technical assistance and materials to the Board, including the preparation and distribution of Board-related materials	Board meetings and workshops	Ongoing through FY24
B	Procure necessary equipment, furniture, software, services and support to maintain and enhance MPO activities and programs. For the replacement of equipment, any single purchase exceeding \$5,000 must receive preapproval	Equipment, furniture, software, services	As needed
C	Provide administrative support for MPO programs, including administration and grant support, internal controls and procedures, to ensure compliance with federal and state regulations	Compliance with federal and state regulations	Ongoing through FY24
D	Develop, maintain, support and update federally-required administrative plans and programs	DBE Goal DBE Program Title VI Program Unified Planning Work Program	Summer 2022 Summer/Fall 2022 April 2024 May 2024
E	Complete MPO certification requirements and any other federal and state requirements	Certification	Annually
F	Comply with applicable federal requirements, including Americans with Disabilities Act (ADA), Title VI		Ongoing through FY24
G	Prepare for emergency situations, including updating COOP	COOP	April 2023 & 2024
H	Pursue, secure, support and administer grant funding, including invoice preparations	Grant funding Invoices	As needed Quarterly 2022 to 2024
I	Develop, update and maintain agreements and contracts associated with the MPO, including planning consultant and grant funding agreements	Agreements and contracts	As needed

J	Calculate, analyze and maintain financial data, including receipts and expenditures	Audit	January 2023 & 2024
K	Support direct expenses	Direct expenses	As needed
L	Attendance, registration, membership, travel and related costs for professional training, seminars, meetings, workshops, conferences and other development opportunities. Memberships are organizational and not individual		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*

*Consultant support may be used to complete this task

UPWP Task 2.1 Public Participation

PURPOSE: Support and enable meaningful public participation.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO engaged the public through a range of activities supported by the Public Participation Plan and Communications Strategy.

Required Activities	End Products	Completion Date
A Support and conduct Board and Board meetings, workshops, committee and subcommittee meetings that are properly noticed and open to the public	Staff assistance and support to Board and advisory committees	Ongoing through FY24
B Review, evaluate and update the Public Participation Plan	Updated Public Participation Plan	Summer 2022
C Employ advisory committees to review plans and documents, including the LRTP, UPWP, TIP and CMP reports and corridor studies	Forward Pinellas plans and reports reflecting input of local governments and citizens	Ongoing through FY24
D Conduct outreach in support of plans and studies	Public outreach	Ongoing through FY24
E Participate in outreach and educational events, community and business meetings, and other outside agency events/activities	Meaningful public involvement, increased awareness of Forward Pinellas and opportunities for public input in the planning process	Ongoing through FY24
F Update orientation materials	Orientation Manual used for orientation for both new Forward Pinellas Board Members and committee members. Updated CAC Orientation PowerPoint and special CAC New Member orientation sessions provided once or twice per year	As needed (2023 to 2024)
G Maintain, support and update Forward Pinellas strategic business plan	Strategic Business Plan	As needed
H Implement Forward Pinellas communications strategy	Meaningful public involvement, increased awareness of Forward Pinellas and opportunities for public input in the planning process	Ongoing through FY24

I	Maintain and update website and social media platforms, including online calendar	Regular communication through a variety of media	Ongoing through FY24
J	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*

*Consultant support may be used to complete this task

UPWP Task 3.1 Monitoring Activities

PURPOSE: Update, maintain, monitor and analyze data that supports transportation planning transportation, demographic and land use data to support transportation planning and related efforts.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO collected, analyzed and maintained transportation-related data such as traffic counts and [crashes](#).

	Required Activities	End Products	Completion Date
A	Develop and analyze land use and demographic data	Data	As needed
B	Continue to coordinate, monitor, collect and analyze relevant data to the Pinellas County transportation system and transportation planning activities, such as bicycle and pedestrian activity, traffic counts, real-time data and crash data	Coordinated data collection, monitoring and analysis Pinellas County transportation system data	Ongoing through FY24 Ongoing through FY24
D	Prepare maps and reports related to the Pinellas County transportation system, such as traffic counts, crashes and trends	Maps and reports including trend reports and performance measure documentation, traffic count maps	As needed
E	Update and maintain transportation inventory and databases, including sidewalk information	Transportation inventory and databases, such as sidewalk database	Ongoing through FY 24
F	Review related planning documents and agency reports, such as the FDOT Travel Time Monitoring Report		Monthly
G	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*, FDOT

*Consultant support may be used to complete this task

UPWP Task 4.1 Systems Planning

PURPOSE: Plan for a multi-modal, connected transportation network that considers land use and the safety of all users.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO conducted active transportation, public transportation and transportation disadvantaged planning, completed a new Congestion Management Process, as well as coordinated freight and ITS planning activities and supported local government technical assistance, support and assistance to the MPO and committees, and completed support activities as needed.

Required Activities	End Products	Completion Date
<p>A Implement congestion management and congestion management strategies</p>	<p>Countywide Trends and Conditions Report</p> <p>Freight Plans</p> <p>ITS/ATMS Plan</p> <p>Corridor Studies</p> <p>CMP</p>	<p>Annually through 2024</p> <p>As needed</p> <p>As needed</p> <p>Ongoing through FY24</p> <p>As needed</p>
<p>B Public transportation planning efforts, including planning & feasibility studies, service planning, development of innovative pilot programs, agency coordination and stakeholder engagement</p>	<p>Coordinated public transportation planning</p> <p>Alternatives Analysis Reports and Recommendation</p> <p>Corridor Planning and Development</p> <p>NEPA Analysis Reports</p> <p>Conceptual Design Plans</p> <p>System analysis and visioning</p> <p>Capital facility planning</p> <p>Innovative solutions (e.g. first/last mile, Mobility on Demand)</p>	<p>Ongoing through FY24</p> <p>As needed</p> <p>Summer 2023</p> <p>As needed</p> <p>As needed</p> <p>Ongoing through FY24</p> <p>As needed</p> <p>As needed</p>

		Transit Development Plan Progress Reports	September 2022 & 2023
		Feasibility Studies	As needed
		Waterborne transportation systems planning	On going
C	Transportation Disadvantaged planning and support, including regional coordination efforts	Transportation Disadvantaged Service Plan	June 2023 & 2024
		Community Transportation Coordinator Evaluation	Fall 2022 & 2023
		PSTA Redesignation as the Community Transportation Coordinator	As needed
D	Bicycle and pedestrian planning and program support, including implementing the Pinellas Trail Loop, evaluation of trail crossings, coordinating on regional/ inter-county projects, implementing and amending the Active Transportation Plan and identifying/ correcting hazardous walking conditions by schools	Implementation of Active Transportation Plan	Ongoing through FY24
		Monthly and annual Pinellas Trail User Summary reports	Monthly/ annually
		Pinellas Trail User Survey	As needed
		Bike Your City event	Spring 2023 & 2024
		Evaluation of trail crossings for safety improvements	Fall 2022
E	Plan for and support Complete Streets	Walkability audits	As needed
		Road Safety Assessments	As needed
		Local government Complete Streets projects	June 2023 & 2024
F	Work with local government partners to address transportation needs, provide technical support to local governments and other related transportation planning activities	Support for local government planning and integration of transportation planning efforts	Ongoing through FY24
G	Support travel and tourism	Express Bus Route and Trolley Service Planning	Ongoing through FY24
H	Attendance, registration, organizational membership and travel costs related to		As needed

	professional training, seminars, meetings, workshops and conferences		
--	---	--	--

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*, PSTA, TBARTA, local government partners

*Consultant support may be used to complete this task

UPWP Task 5.1 Transportation Improvement Program Development and Implementation

PURPOSE: Develop and maintain a Transportation Improvement Program (TIP) that advances the priorities of the agency

PREVIOUS WORK: In FYs 2021 and 2022, the MPO annually developed and adopted the Transportation Improvement Program (TIP) including lists of priority projects.

	Required Activities	End Products	Completion Date
B	Coordinate with FDOT and other partners to update performance measures and targets	Performance measures and targets	Annually
C	Develop and coordinate environmental efforts, such as ETDM and Environmental Justice work		As needed
E	Develop and maintain the TIP in coordination with FDOT, local governments, citizens and transportation providers and in accordance with state and federal laws	TIP	July 2022 & 2023 (state) November 2022 & 2023 (County and municipal)
F	Review and submit funding priorities for federal programs	Funding priorities	Annually
G	Ensure consistency between the TIP and the LRTP including identification of transportation improvement projects and phasing for implementation based on LRTP		Ongoing through FY24
H	Coordinate with FDOT in the development of their Five-Year Work Program		As needed
I	Publish listing of previously funded federal aid projects in the TIP	List of funded federal aid projects	June 2023 & 2024
J	Update and provide support for maintaining priority lists, including the multimodal priority list and Transportation Alternatives Program	Priority lists	Annually
K	Assist local governments in their efforts to apply for Safe Routes to School Funding	Safe Routes to School projects	Fall 2023 & Spring 2024
L	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*

*Consultant support may be used to complete this task

UPWP Task 6.1 Long Range Plan Development and Implementation

PURPOSE: Develop and maintain an integrated land use and transportation plan according to federal and state requirements, providing for a safe, secure, accessible and context-sensitive multi-modal transportation system.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO continued implementation of Advantage Pinellas, its long range plan through 2045.

Required Activities		End Products	Completion Date
A	Implement, modify and amend 2045 LRTP	2045 LRTP	As needed
B	Develop population and employment projections for 2050.	2050 Socioeconomic Datasets	Spring 2023
C	Develop and coordinate environmental efforts, such as ETDM and Environmental Justice work	EJ Analysis and ETDM Review of LRTP Projects	As needed
D	Coordinate and participate in Pinellas County and other agencies air quality review and monitoring		As needed
E	Develop projections of financial resources for the 2050 LRTP.	2050 Financial Resources	Spring 2024
F	Conduct detailed assessment of mobility needs in Pinellas County	2050 Needs Assessment	Spring 2024
G	Validate base year data for 2050 LRTP development, including socioeconomic data and network validation	Validated Base Year Network	Spring 2023
H	Develop documentation for 2050 LRTP	Technical memos and draft documentation	Ongoing
L	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*, FDOT

*Consultant support may be used to complete this task

UPWP Task 7.1 Regional Planning and Coordination

PURPOSE: Maintain and enhance ongoing multi-county collaborative transportation planning while also participating and collaborating in regional and statewide planning activities.

PREVIOUS WORK: In FYs 2021 and 2022, the MPO participated in the development of the 2045 Regional Long Range Transportation Plan executive summary publication, as well as a new brand and website to provide public information, and updates of project priorities for funding

Required Activities	End Products	Completion Date
---------------------	--------------	-----------------

Forward Pinellas

A	Participate in the Florida MPO Advisory Council activities and meetings to share best practices, conduct statewide research tasks and stay abreast of statewide policy changes		Ongoing through FY24
B	Provide input to the Florida Transportation Commission on issues affecting the West Central Florida area		As needed
C	Provide support for the SCTPA and the TMA Leadership Group; review and refine the Transportation Regional Incentive Program (TRIP) priorities, regional multiuse trail priorities, and major regional priorities while working together to ensure consistency of priorities throughout the region	Regional TRIP Priorities Regional Multiuse Trail Priorities Major Regional Projects Priorities Interlocal Agreement for Regional Planning & Coordination in West Central Florida SCTPA operating procedures SCTPA conflict resolution process Quarterly meetings of the TMA and biannual meetings of the SCTPA, including public notice, virtual and in-person access, minutes and video archive Regional Transit Needs Assessment for the 2050 Long Range Transportation Plan	Annually Annually Annually As needed As needed As needed As needed FY 24
D	Support regional transit and transportation disadvantaged planning in coordination with TBARTA, FDOT, Community Transportation Coordinators and local transit agencies	Transportation Disadvantaged (TD) Tampa Bay program	Ongoing efforts to fund regional transit for the TD population through FY24

E	<p>Enhance the quality, usability and value of data by continuing to coordinate regional performance measures and related data gathering among MPOs and with FDOT, supporting and enhancing the FDOT Suncoast Mobility Data Hub project.</p> <p>Create a unified set of regional spatial and tabular data formats and metadata standards</p> <p>Continue coordination efforts to develop a consistent approach to the sharing and use of data</p>	Regional data sharing portal	Ongoing through FY24
F	Coordinate project implementation phasing during development of the State Tentative Work Programs and the individual MPO TIPs to ensure progress toward implementation of the Regional LRTP	Coordinated regional transportation projects	Annually
G	Coordinate with the MPOs of the SCTPA region to implement the 2045 regional LRTP, highlighting the major planned transportation projects for the region.	Regional LRTP	Ongoing through FY 24
H	Coordinate with the MPOs of the SCTPA region to maintain and keep up to date a regional cloud-based document repository.	Regional Cloud-Based Document Repository Site	Ongoing through FY24
I	Coordinate with the FDOT Regional Goods Movement Advisory Committee on the implementation of the Tampa Bay Regional Strategic Freight Plan	Implementation of the Tampa Bay Regional Strategic Freight Plan	As needed
J	Provide input on and coordination with regional and statewide partners on planning efforts, including the Florida SIS, the Florida Transportation Plan, the Regional Transit Development Plan, Transportation Pilot Program Project follow-up activities, tourism and freight planning activities and the state Autonomous, Connected Electric and Shared (ACES) Vehicle Planning initiative	Consistency in regional, statewide and local plans	Ongoing through FY
K	Participate in the Scenic Highway Corridor Management entities for the Courtney-Campbell Causeway and Suncoast Parkway		As needed
L	Develop an interagency coordination agreement for air quality planning as/if required by nonattainment airshed designation(s) or other federal regulations and support the air quality planning process and monitoring of mobile source emissions	Interagency Coordination Agreement for air quality planning	As needed
M	Support regional bicycle and pedestrian planning, including access to regional facilities and participation in and support for the Regional Multiuse Trails committee and tri-county meetings	Tri-county and eight-county bicycle and pedestrian planning	Ongoing through FY24
N	Coordinate regional rideshare and vanpool program planning with TBARTA and transportation management organizations	Regional rideshare, vanpool program and TD Tampa Bay program	As needed

O	Participate in regional and statewide modeling efforts including the Technical Review Team (TRT) for the Tampa Bay Regional Planning Model and the Florida Model Task Force	Regional and statewide modeling	Ongoing through FY24
P	Engage the public, including implementing strategies from the regional PPP, updating the regional PPP as necessary, integrating regional perspectives in local community presentations, and reviewing effectiveness of regional public involvement process	Regional public engagement	Ongoing through FY24
Q	Maintain the SCTPA website and social media pages, including the development of graphics and content, along with the coordination of message dissemination through social and media platforms. Improve transparency in the regional decision-making process with access to adopted priority lists, planning documents and public meeting materials.	SCTPA Website and Social Media Accounts	Ongoing through FY 2024
R	Update and reprint publications as needed, such as the Regional Multi-Use Trails brochure, Tri-County Ride Guide, or Regional Plan Executive Summary. The cost of printing a document may be shared among MPOs to achieve economies of scale, and funds may be transferred between MPOs for this purpose.	Printed Publications	As needed
S	Provide a forum to ensure products, processes and activities are consistent with and among coordinating MPOs, and corresponding support for these efforts		Ongoing through FY24
T	Develop and support regional UPWP tasks	Regional UPWP task(s)	May 2024
U	Provide financial support to Forward Pinellas for specific regional planning tasks to be conducted pursuant to the SCTPA Interlocal Agreement that are above and beyond regularly recurring administrative and coordinating responsibilities. Each of the six member MPOs/TPOs will be allocating \$5,000 annually in their budget tables. A different MPO may take responsibility for conducting such tasks in future years, subject to a modification of the UPWP*	SCTPA regional planning task	As needed
V	Conduct a regional assessment of mobility, safety and resilience needs, in advance of the development of the 2050 Long Range Transportation Plans	Regional Needs Assessment Regional Public Engagement Plan for 2050 LRTP	Summer 2023 FY 2024
W	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences	Staff attended numerous training sessions, seminars, meetings, workshops and conferences	As needed

		(either physically or virtually)	
--	--	-------------------------------------	--

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas, Hillsborough MPO, Pasco MPO, TBARTA, FDOT, TBRPC, Hernando-Citrus MPO, Sarasota/Manatee MPO and other regional/statewide partners
*Consultant support may be used to complete this task

UPWP Task 8.1 Special Projects

PURPOSE: To develop and support initiatives associated with special projects, such as Pinellas SPOTlight

PREVIOUS WORK: In FYs 2019 and 2020, the MPO continued its work on the three SPOTlight emphasis areas (Gateway Master Plan, A Vision for US 19, Enhancing Beach Community Access) while also addressing resiliency, Vision Zero and beginning a mobility study for downtown St. Petersburg.

	Required Activities	End Products	Completion Date
A	Implement recommendations from US 19 corridor planning efforts		Ongoing through FY24
B	Implement the recommendations of the Gateway/Mid-County Master Plan, including convening working group Work to establish a Transportation Management Organization in the Gateway Area	Gateway/Mid-County Area Master Plan Implementation Establishment of a TMO	Ongoing through FY24 Spring 2024
C	Enhance safe and convenient beach community access, including exploring waterborne transportation	Strategic action plan	Ongoing through FY24
D	Conduct health, sustainability and resilience-related transportation planning efforts		Ongoing through FY24
E	Explore the application of new and evolving technologies		As needed
F	Implementation of Safe Streets Pinellas	Implementation of countermeasures Local Government Safe Streets Projects	Ongoing through 2024 Ongoing through 2024
G	Implement the Downtown St Petersburg Mobility Study		Ongoing through FY 24
H	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed
I	Implement Equity Assessment Near Term Actions	Implement GIS-based equity assessments for LRTP and TIP.	Fall 2022 Fall 2022

	Develop and implement equity-based flow chart for decision making.	As needed
	Conduct targeted outreach in environmental justice communities.	Winter 2022
	Monitor agency practices for equity.	

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*, FDOT, City of Largo, City of Pinellas Park, City of St. Petersburg, Pinellas County

*Consultant support may be used to complete this task

UPWP Task 9.1 SCTPA Support and Shared Task – Includes shared or transferred funds and MOU

PURPOSE: Multi-county collaborative transportation planning requiring interlocal agreements and transfer of funds to further regional and statewide planning activities.

PREVIOUS WORK: Regional Long Range Transportation Plan Summary Publication

ONGOING ACTIVITIES
Develop Regional UPWP Task
Participate in Sun Coast Transportation Planning Alliance (SCTPA)

REQUIRED ACTIVITY	END PRODUCT
Regional LRTP	
Conduct a regional assessment of mobility, safety, and resilience needs, in advance of the development of the 2050 Long Range Transportation Plans	Regional Needs Assessment (June 2024)
Produce and create content materials, presentations, website, graphics and assist in administration of SCTPA.	Social Media content production, website maintenance and creation

Consultants may assist with these tasks. FHWA, FTA, and other funds may be used in support of these tasks (**lobbying is an ineligible expense for federal funds**). All projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.

Responsible Agencies:

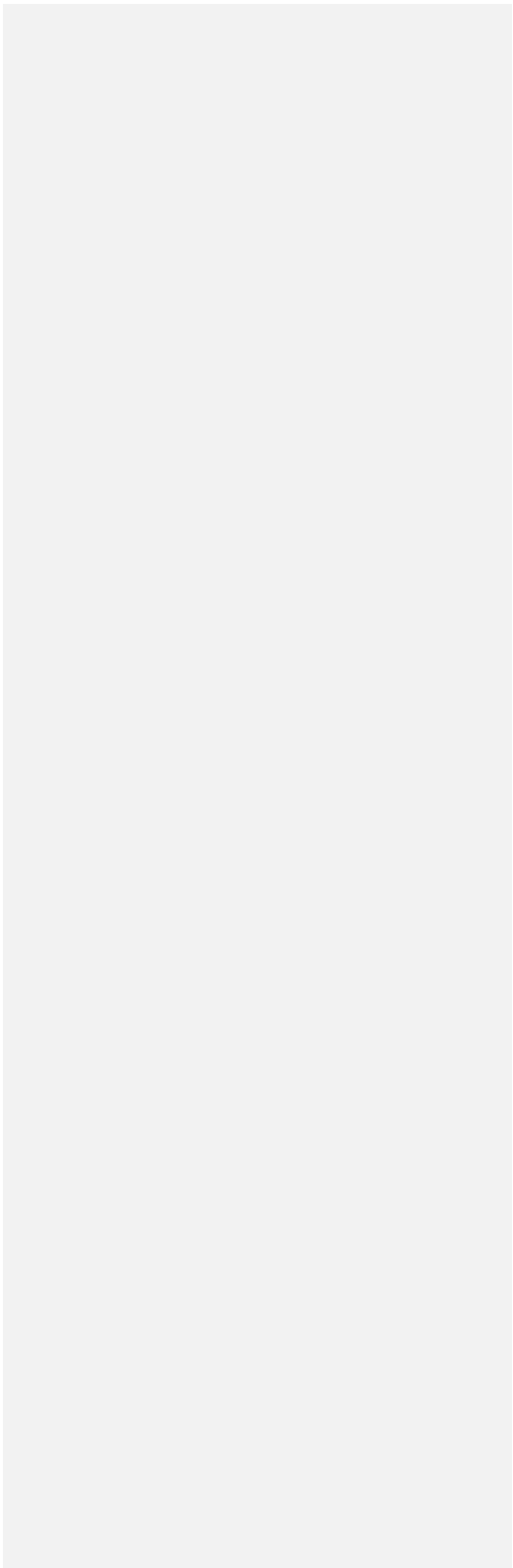
Lead Agency: Forward Pinellas, Hillsborough TPO, Pasco MPO, Hernando/Citrus MPO, Sarasota/Manatee MPO, and Polk TPO

Stakeholders: TBRPC, FDOT, and other regional/statewide partners

Task Budget Tables

Summary Budget Tables

APPENDICES



Appendix A. Internal Work Program

WILL BE IN FINAL SUBMITTAL

Forward Pinellas

A-1

Appendix B. Acronyms/Abbreviations

WILL BE IN FINAL SUBMITTAL

Forward Pinellas

B-2

C. Certifications & Assurances

WILL BE IN FINAL SUBMITTAL

D. FTA Section 5305 Application

WILL BE IN FINAL SUBMITTAL

E. Title VI Nondiscrimination Certification & Title VI Program

The Forward Pinellas Title VI Program is available at: <http://forwardpinellas.org/wp-content/uploads/2017/02/Title-VI-Plan.pdf>.

F. Travel Resolution

RESOLUTION #19-5

A RESOLUTION APPROVING AND ADOPTING THE FORWARD PINELLAS TRAVEL POLICY AND GUIDELINES FOR TRAVEL

WHEREAS, Florida Statutes Section 112.061(14) allows the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization to establish per diem, subsistence, and mileage rates that vary from the standard state rates by enactment of a resolution, and provided that the rates apply uniformly to all travel by that entity; and

WHEREAS, the Code of Federal Regulations (2 CFR 200.474), Travel Costs, states that such costs are to be consistent with those normally allowed in like circumstances for all of the non-federal entity's non-federally-funded activities, in accordance with the entity's written travel reimbursement policies, and considered necessary and reasonable; and

WHEREAS, Forward Pinellas desires to adopt its own travel reimbursement policies.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. Forward Pinellas hereby adopts the attached travel policy, which may be further amended by the Executive Director pursuant to the policy guidelines.
2. This resolution replaces MPO Resolution #16-03.

This resolution is hereby adopted at this Nov 13 2019 meeting of Forward Pinellas as hereinafter set forth:

Commissioner Long offered the foregoing resolution which was seconded by

Commissioner Welch and the vote was:

AYES:

NAYES:

ABSENT AND NOTE VOTING:

ATTEST:

Whit Blanton
Whit Blanton, Executive Director
Forward Pinellas

Dave Eggers
Dave Eggers, Chairman
Forward Pinellas

APPROVED AS TO FORM

By: Cherian Mandy
Office of the County Attorney

Commented [FC1]: needs updating

G. Other Non-Federal Local Agency and Municipal Planning Projects

Caper, Sarah

From: Kelly, Maria
Sent: Tuesday, January 21, 2020 7:43 AM
Subject: Transportation Planning Activities

Dear TCC Members:

Forward Pinellas, in its role as the metropolitan planning organization for Pinellas County, develops a Unified Planning Work Program (UPWP) every two years. The UPWP includes transportation planning activities and associated funding, guiding the MPO's planning activities for the two-year period. We are currently developing the UPWP for July 1, 2020 through June 30, 2022. If your agency is expecting to conduct any transportation planning activities, please email the information below to me at scaper@forwardpinellas.org by January 31, 2020.

1. Name of the transportation planning activity
2. The cost, or approximate cost, of the activity
3. If the activity is funded using federal, state, and/or local funding sources
4. If any other partners are involved with the study

An example project that involves local transportation planning funds is the Downtown St. Petersburg Mobility Study, which includes funding from the City of St. Petersburg, the Florida Department of Transportation, and Forward Pinellas. This study has already been accounted for in the development of the UPWP.

Thank you,

Sarah Caper, AICP
Principal Planner
727-464-5695
forwardpinellas.org

Forward Pinellas serves as the planning council and metropolitan planning organization for Pinellas County.

All government correspondence is subject to the public records law.

Commented [FC2]: needs updating

H. FDOT District 7 Planning Activities

x

Forward Pinellas

H-2

I. Review Agency Comments & Staff Responses

WILL BE IN FINAL SUBMITTAL

SUMMARY

Forward Pinellas will be starting work on an *Advantage Pinellas* Investment Corridor Transition Plan to develop recommendations for Alternate US 19 (SR 595) from SR 60 to 58th Street North at 5th Avenue North, and 58th Street North from 5th Avenue North to Central Avenue. The Alternate US 19 Corridor is identified as one of the Forward Pinellas priority investment corridors on the Land Use Strategy Map featured in *The Countywide Plan for Pinellas County*, as well as the 2045 Long Range Transportation Plan, known as *Advantage Pinellas*. Through *Advantage Pinellas*, Forward Pinellas has created the Investment Corridor Strategy, where the priority investment corridors identified in the Countywide Plan Land Use Strategy Map will be prioritized for redevelopment linking jobs and housing. The Countywide Plan was recently amended to allow for increased densities and intensities along the investment corridors that would encourage development and redevelopment opportunities. The linkage to housing and jobs through the incorporation of quality transportation options is also emphasized through the *Advantage Pinellas Countywide Housing Compact* and the *Advantage Pinellas: Transit; Pinellas Suncoast Transit Authority FY 2021-2030 Transit Development Plan*. This approach to transportation investments and future growth will serve to protect our established neighborhoods and enhance the area's best suited for additional growth and redevelopment.

This project will create a vision for the corridor that establishes a comprehensive redevelopment strategy to accommodate future growth and economic opportunity for Pinellas County's diverse workforce. This study will involve a community-based evaluation to determine how best to meet current and future development needs, and to establish a long-term plan to guide the evolution of the corridor that appropriately correlates the balance between land use and transportation planning. The redevelopment and economic opportunity strategy will encourage the incorporation of enhanced transit service and other multimodal transportation options to link jobs, job training, and workforce housing. The outcome of this Transition Plan will include the development of a Corridor Redevelopment Plan, which will outline a series of guiding goals and objectives and will identify a redevelopment strategy that includes phasing actions that will result in robust revitalization and reinvestment, direct ongoing management, and discourage uses that are inconsistent with the vision for the area. This will include an assessment of regulatory barriers to redevelopment, particularly for housing that's affordable and mixed-use development that is accessible by all modes.

During this presentation, Forward Pinellas staff will provide an overview of the project's purpose and goals as well as next steps.

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

A major focus of the Countywide Plan for Pinellas County is the retention and attraction of companies providing high-wage primary employment opportunities, known as target employers. Target employers are vital to the economic health of Pinellas County because these businesses and industries produce goods or services for statewide, national, or international markets. Businesses providing these types of jobs include those that typically locate on land classified for industrial use, even though few of those types of uses create the negative impacts associated with traditional heavy industrial uses. These are the so-called “clean” industries desired by communities throughout the nation.

Due to the lack of vacant greenfield land in Pinellas County, market forces have made the development of residential and commercial property more lucrative to the landowner/developer than industrial development, creating pressure to convert industrial parcels to other uses. At the same time, there is not enough developable industrial land to accommodate many target employers who wish to move into the county. In response, the Target Employment and Industrial Land Study was commissioned in 2008 to develop a series of strategies, including enacting land use policies that preserve property that can be used for target employment needs.

Following the 2020 legislative session, Governor DeSantis approved House Bill 1339 (Section 125.01055, Florida Statutes), a bill addressing several provisions including affordable housing. Among other provisions, the new law allows the governing body of a county or municipality to approve an affordable housing development on any parcel designated for residential, commercial, or industrial use. This preemption conflicts with Countywide Plan policies prohibiting residential uses in the Employment and Industrial categories. Furthermore, Pinellas County recently established the Penny for Pinellas Affordable Housing Program and Employment Sites Program. These factors have compelled Forward Pinellas to reassess the locational needs of target employment industries in Pinellas County and the existing policy framework in the Countywide Plan which preserves land for high-wage jobs.

Following an internal consultant evaluation process, Forward Pinellas has selected Renaissance Planning and SB Friedman Development Advisors to assist with the effort to update the existing Target Employment and Industrial Land Study.

ATTACHMENT(S): Forward Pinellas Target Employment Industrial Lands Study Update
Scope of Work.

ACTION: None required; informational item



Letter of Interest & Proposal

FORWARD PINELLAS

TARGET EMPLOYMENT & INDUSTRIAL LAND STUDY (TEILS)

Submitted by: **Renaissance Planning**
in association with SB Friedman Development Advisors

Revised December 16, 2021



RENAISSANCE
PLANNING



December 16, 2021

Jared Austin
Principal Planner
Forward Pinellas
310 Court Street, Clearwater, FL 33756

RE: Target Employment & Industrial Land Study (TEILS)

Dear Jared,

Renaissance Planning in association with **SB Friedman Development Advisors** is pleased to submit to you our *revised* proposal for the above noted project. The following pages presents our understanding of the key issues, our proposed project approach, an introduction to our team and some relevant project experiences. With this submittal, we have included an updated budget not to exceed \$250,000, key local staff who will support the project and slight revisions to the scope referencing prior work by Policom Corporation as an important building block for the study.

We thank you for consideration of our team. Should you have any additional questions, please feel free to contact me at kange@ciesthatwork.com or by phone at 321.279.1545.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katharine Ange", is written over the typed name.

Katharine Ange, President
Renaissance Planning



PROJECT UNDERSTANDING

The Challenge

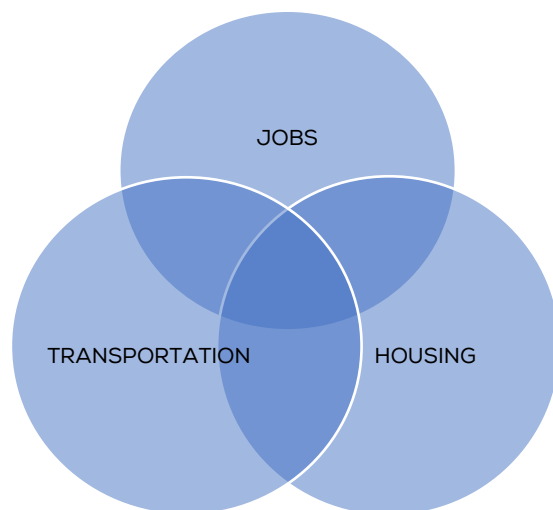
Creating a complete community means having a balance of living wage jobs, attainable housing, and good transportation options. Pinellas County is predominantly built out, and yet it continues to attract new residents, jobs, and more visitors each year. In 2005, this dynamic prompted local leaders to adopt *Pinellas by Design: An Economic and Redevelopment Plan for the Pinellas Community*, which created the framework for ensuring economic prosperity and high quality of life for years to come by making redevelopment a key part of its growth management strategy.

While the *Pinellas by Design* framework and its subsequent updates still hold true, the lack of vacant land available to build new residential is creating a housing affordability crunch. To address rising housing costs statewide, Florida's H.B. 1339 makes it easier for developers to rezone non-residential parcels to residential to build more workforce and affordable housing. Additionally, the County has set a goal of creating 1,000 new affordable units annually and set aside a notable amount of funding to do so. Both efforts have the potential to positively influence the supply of attainable housing, but in doing so, there is concern about the loss of land to support targeted industry job growth and diversification.

Additionally, the nature of work is changing. The influence of artificial intelligence and automation, the shifting landscape of retail, the impacts COVID and cross-sector labor shortages have many questioning the future of work. Specifically, how are the physical spacing needs, location preferences and worker profiles changing for different industries? How many employees, at what wage rates and educational levels are needed to support the county's targeted industry growth goals? Where might those workers want to live and how will they get to work? Fundamentally, how can the Pinellas community meet the future needs of the modern workforce? Answering these questions is fundamental to ensuring that County can proactively refine its policies and other initiatives around economic development, land use, housing, and transportation to ensure continued prosperity and high quality of life for generations to come.

The Opportunity and Path Forward

This study provides an opportunity to answer the questions above, engage key stakeholders and create a holistic set of policies aimed at syncing up the county's plans for housing, job growth and transportation. Many of the target industry employers in the County have traditionally located in suburban industrial clusters, mixed-use suburban activity centers and investment corridors, as well as in urban areas like St. Petersburg. As desired building specifications for industrial tenants and office workers evolve, the key question is whether these areas will remain attractive and viable against continued residential demands. The first step in this project is to validate employment space and location needs to quantify future demand. This information can then be used to assess availability and suitability moving forward. While the scope of work provided by the County is primarily focused on the land and location needs of the target industries, our team offers to enhance this approach also considering housing and transportation options to support employment growth.





Maximizing the potential of land to support a strong housing and jobs balance is critical to the County’s future. Aligning land use strategies around goals and policies aimed at strengthening the efficiency of the multimodal transportation system will also be key. Our team is grounded in understanding the relationship between land use and transportation and therefore sees a very clear way to address these multi-faceted dynamics in a clear manner. We also recognize the importance of presenting the results of analyses, options, and insights to business leaders, elected officials and other critical stakeholders in a manner that is clear, concise, and compelling. We have excellent communication skills in this regard and our proposed leadership team of Katharine Ange and Mike Callahan will provide the ‘voice’ of the project in partnership with staff to ensure clarity of ideas and recommendations. This will provide direction and confidence for decision makers as they grapple with key policy decisions. The project interviews, surveys and analysis will help to answer these questions and determine how Pinellas can meet the future needs of the modern workforce.

Key Study Questions		
Housing	Jobs	Transportation
<ul style="list-style-type: none"> • What is the annual demand for housing? • What is the mix of housing typologies (size, scale, density, etc.) that can accommodate that demand? • Where can that demand locate outside of the targeted employment areas? • Where is redevelopment or infill most likely based underutilization and transportation access to jobs and amenities. • What incentives may be needed to attract residential at different price points to the most desirable redevelopment locations? 	<ul style="list-style-type: none"> • What are the most promising areas of employment growth within the targeted industries? • What are the latest estimates of building footprints, space needs and location-based transportation access needs of these employers? • What are the workforce profiles of these key jobs and what if any housing preferences might they have? • To what extent can targeted employment and industrial lands meet both housing and employment needs through mixed use? • How might the findings of this study be used to refine economic development strategies? 	<ul style="list-style-type: none"> • Where do the key premium transit corridors align with the most suitable land for housing and jobs? • Where are the premium freight and goods movement routes relative to targeted manufacturing needs? • Where are locations where both housing and jobs can co-locate and be served by efficient transportation? • Are the changing work patterns creating demand for onsite parking? • How can improved transportation access by all modes be used to attract targeted industries? • How can transportation investments be prioritized to reinforce the economic development vision?

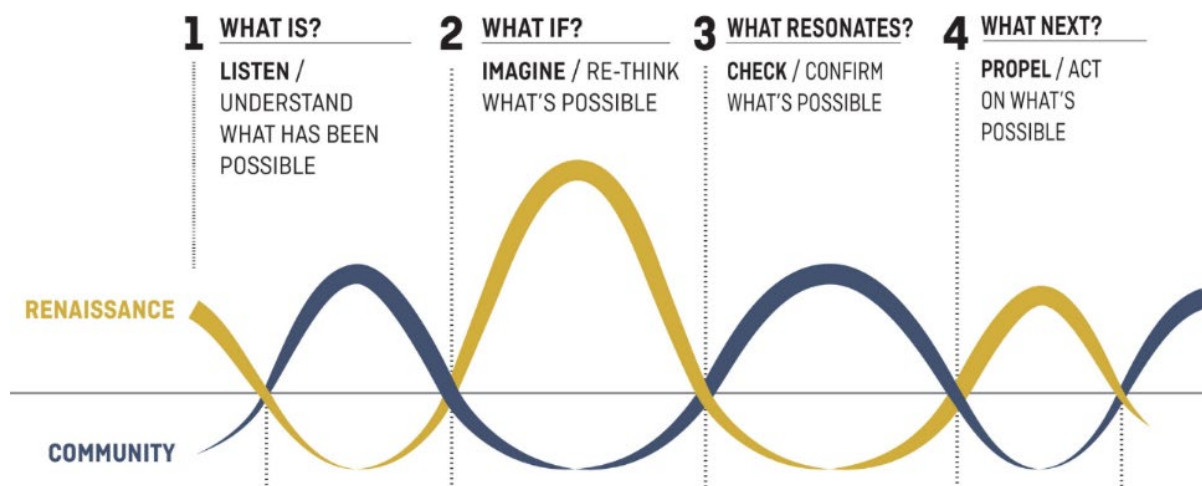
The following pages present our team’s approach to the project and introduce the key personnel and level of effort required.



PROJECT APPROACH

TASK 1 – KICK-OFF MEETING, PROJECT MANAGEMENT, AND LITERATURE REVIEW

This task is critical to getting the project off to a good start and developing a shared understanding of desired outcomes and measures of success that will guide the project through timely completion. Our approach always begins with listening and analysis to confirm past trends, future demands, and aspirations. The tasks outlined herein will follow the key phases of our standard planning approach as illustrated in the graphic below.



Renaissance will begin the project with a kick-off meeting. The meeting will not only help set direction for the project, but also establish the norms we follow in all subsequent project management meetings. As such, it will have a clear purpose for the meeting, a specific agenda distributed well in advance, and a follow up email succinctly outlining next steps for the entire team. We propose to hold meetings bi-weekly throughout the course of the project.

Following this meeting we will conduct a literature review of the following planning and policy documents provided by Forward Pinellas staff. We will document the key findings in a memorandum that will be written and formatted in a manner that it can easily be incorporated into the final project deliverable or stand alone as a document that can be shared with policy makers or others with an interest in the project. One key aspect of the review should be to highlight both complimentary and contradictory policies or programs.

- Pinellas By Design
- Target Employment and Industrial Land Study
- Target Employment and Workforce Housing Best Practices and Case Studies Research
- Countywide Rules target employment policies
- HB 1339 and the City of St. Petersburg's Consistency Review Submittal
- 2014 & 2017 Pinellas County Economic Leadership Symposiums
- Pinellas Competitive Study – Compete Now
- Economic Development Performance Evaluation



- Homes for Pinellas Virtual Summit, Session 4, “Corridor Planning Strategy – Homes, Jobs, and Transit”
- Penny for Pinellas Guidelines for Housing & Economic Development

Finally, we will use this initial meeting to confirm the overall goals of engagement inclusive of targeted stakeholders, steering committee and other critical players essential to informing and ultimately crafting the final recommendations.

Deliverables:

- Summary memorandum of the literature review
- Template for all project management meetings
- Preliminary engagement strategy

TASK 2 – TARGET EMPLOYERS NEEDS ASSESSMENT

Renaissance Planning in collaboration with S.B. Friedman will craft a survey to solicit insights from existing and desired target employers regarding their use of, and need for, industrially-designated and other targeted land needs. Target employers include, but are not necessarily limited to, those identified in the Countywide Plan: aviation/aerospace, financial services, high tech industries, information technology, marine science, medical technology, microelectronics, modeling/simulation, optics/photonics, research/development, and wireless technology.

The purpose of this task is to:

- Determine the common/typical characteristics of the target employers, e.g., size, location, access, relationship to like uses, plan categories, etc.
- Include questions about evolving space and workforce needs
- Determine the needs and criteria for the retention and growth of target employment clusters.
- Determine whether the current supply of target employment parcels in the county is sufficient to fulfill the needs of existing and potential target employers over the next 20 years concerning land area, location, and proximity to desired supportive uses.

Cluster Analysis & Profile

Our team will assess the list of target employers to determine what are the most promising prospects based on existing clusters in the region and industries that are naturally related to those clusters. Figure 1 below illustrates the region’s strongest clusters. These data, combined with survey and interview results, will also be combined with the findings of previous work done by Policom Corporation on behalf of Pinellas County. Our team will assess and build on this prior work while infusing it with fresh perspectives to establish a refined and new set of goals around targeted employment uses most likely to develop the target employment and industrial lands.

Our team will then develop illustrations of the typical or likely footprint and form of buildings and site layout that these employers would need and compare those to the remaining available employment and industrial lands. It will also include a summary of the typical worker profile in terms of educational needs and wage rates relative to space needs by industry. This will help illuminate how much land is needed and the relative relationship between employer space needs and targeted workforce.

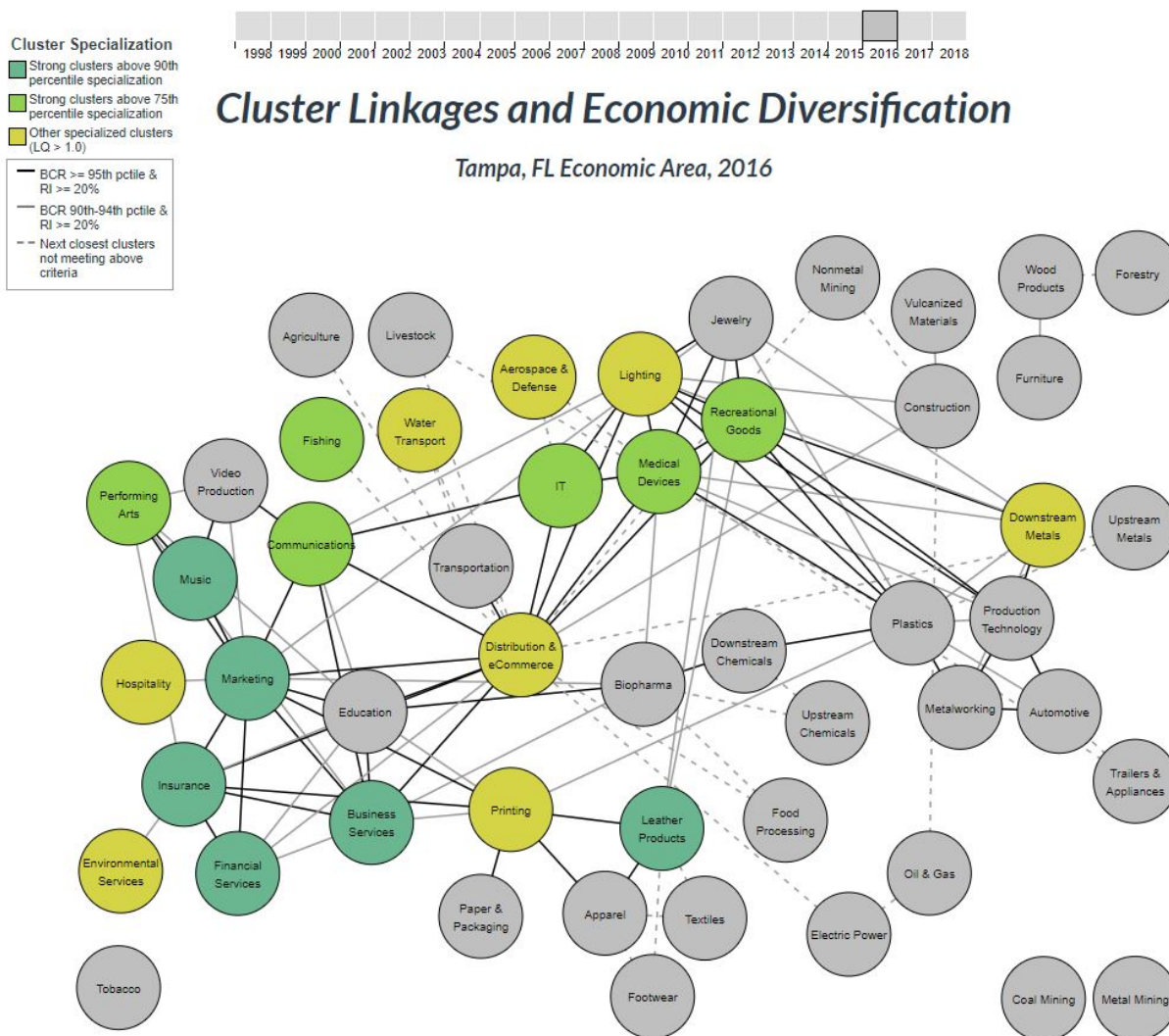


Figure 1 - Economic Clusters in the Tampa Bay Economic Region. Source: U.S. Cluster Mapping.

Survey

Our team will also use relevant data sources such as the National Association for Industrial and Office Parks (NAIOP), to determine the most viable existing and potential target employment uses for Pinellas County. We will interview staff from Pinellas County Economic Development to obtain input on the target number of survey respondents and methods to use. This will ensure our survey data are valid and useful to determine the viability of specific target employment uses and identification of target employers.

The target employers survey will answer the following questions:

1. In what plan categories are the current target industries located?
2. What are their characteristics? (i.e., proximity to transportation facilities, building size, average wage, etc.)
3. What are the land-based needs of the target employers identified in the Countywide Plan, including needs for supportive or complementary uses such as residential and retail, and access to multimodal transportation (e.g., bus, pedestrian, bicycle)?



4. How much land, of what type, and in what locations, do we need over the next 20 years to accommodate our target employers?
5. What are the specific site selection criteria most relevant to the different targeted industries and how does that align with existing supply and policies?
6. What skills needs exist as identified by current and desired target employers that are not being met by the current pool of potential workers?

GIS Analysis

We will also conduct a parallel assessment of existing target employers using Geographic Information Systems (GIS) datasets to supplement the above-referenced survey information and cluster analysis. This analysis will provide information on the current number of target employers, their location, their relationships to regional travel markets, the amount of land they use, and more. This information will inform our estimates of available land and whether there is a surplus or shortage based on our assessment of the most promising target employers, their potential growth in the county, and the amount of land they would likely need.

Deliverables:

- Our team will prepare a report summarizing the results of the survey, cluster analysis, and GIS analysis to include the identification of characteristics and needs of target employers and prioritization of recommended actions required to fulfill those needs. Actions may include measures such as land assembly, infrastructure improvements, area-wide development plans, providing for a mix of land uses, regulatory incentives, etc.

TASK 3 – PRESERVATION CRITERIA ASSESSMENT

The purpose of this task is to:

- Determine how much land has been absorbed by target industries since 2008.
- Determine how much land has been converted from other categories to industrially-designated land and vice-versa.
- Determine whether the existing policies that seek to preserve land for target employment uses have been successful in maintaining or expanding the number of target employers in Pinellas County.
- Determine criteria by which to gauge the viability of land for target employers.
- Determine which lands, if any, should be recategorized to better reflect these criteria, and to what alternative plan category.
- Determine whether new plan categories or types of uses should be created or modified to accommodate the needs of target employers.
- Determine the characteristics of “prime” industrial land which should be protected from conversion to non-industrial uses for a variety of reasons such as size, location, and infrastructure investment.
- Determine common constraints or impediments to the use of industrially-designated lands.
- Determine whether industrial designations have been appropriately applied to sites.
- Determine whether there are sites that are not currently industrially-designated that should be so designated.
- Determine whether target employers are currently located on appropriately designated sites, including those supportive of the Advantage Pinellas corridor investment strategy.



- Determine whether the industrial designations contained in the Countywide Rules are the appropriate designations for target employers.
- Determine a methodology and develop a summary that classifies or groups industrially-designated lands into categories based on their viability for target employment.

Trends Analysis

The Renaissance Planning team will conduct a technical assessment of the effectiveness of the current regulatory framework that was adopted following the completion of the Target Employment and Industrial Land Study in 2008. Our assessment will include a comparative analysis of the land available for target employment uses (e.g., industrially-designated land as defined above), number of primary employers, square footage of new construction and expansion, and average wages, for each year between 2008 and 2021.

It is also important in this task to bring into consideration the availability of land for housing development, and particularly the development of housing attainable to people across the income spectrum. This is important because infill redevelopment is a key strategy for preserving the remaining land for target employment/industries.

Suitability Analysis

This analysis will complement the more trend-based analysis of the previous section. The purpose of this analysis is to provide some answers about which lands would likely be in demand going forward based on the needs of the target employers and industries, as defined in Task 2. The suitability analysis would overlay key place-based attributes to map relative suitability based on factors such as access to workers, access to the airport/seaport, access to highways, cost of the land, and condition of the land (soils, remediation needs, parcel size, etc.). The suitability analysis can be tailored to the respective preferences of different targeted industries. It will build on data collected and summarized in Task 2 and add criteria as needed to highlight areas that strongly support the County's economic development goals. The results of the suitability analysis will aid in assessing the appropriateness and effectiveness of current and prospective land development regulations.

Criteria Analysis

We will use the information from the trend analysis and suitability analysis, as well as Task 2 information related to market demand and needs, to identify criteria related to the preservation of industrially-designated land and its conversion to other designations. These criteria will be applied to evaluate different future alternatives for the use of industrially-designated lands.

Deliverables:

- Renaissance Planning will prepare a report summarizing the results of this assessment.

TASK 4 – COUNTYWIDE RULES AMENDMENTS RECOMMENDATIONS

The County's current land use policies are intended to preserve land for employment uses. However, it is not clear the extent to which those policies have been effective and the extent to which there are uneven conversion pressures in the varying contexts across the County. Evaluating the spatial distribution of land conversions that have occurred and estimating how much employment land is at risk for conversion to other uses will help evaluate the effectiveness of current policies and inform policy revisions. This research will provide insight into potential strategies to address the needs of today's industrial users and balance competing land use pressures between industrial, office, residential and other commercial land uses. To the



extent that demand for land suitable for primary employment development exceeds the supply of developable land, we will identify the appropriate locations for industrial sanctuaries, affordable housing and other regulatory controls to ensure future development meets the County's goals for equity, land use, density, and enhance transit service in the future.

Renaissance Planning will make recommendations on the appropriate amendments to the Countywide Rules review criteria that decision-makers apply when considering an application for conversion of industrially-designated land. Recommendations will address criteria in support of conversion as well as those to be employed when a conversion of land to another category would have negative impacts on the ability of the county to provide viable properties for employment. This task will involve extensive engagement with stakeholders and decision-makers.

This task is intended to:

- Determine the appropriate criteria to be applied to applications for the conversion of industrially-designated land and criteria to permit target industry uses in other categories for clean industries; e.g.:
 - Criteria for evaluating whether a proposed land use qualifies as target employment.
 - Methodology for estimating the target employment capacity of an industrially-designated parcel, based on typical land use patterns and jobs per acre for similar developments.
 - Criteria for allowing industrially-designated parcels to transition to higher-intensity mixed use developments with "no net loss" of target employment capacity.
 - Allow conversion of marginal industrial land (e.g., small sites without good access or infrastructure, sites adjacent to or near residential uses, older multi-story buildings, etc.) unless nearby viable industries would be impacted by encroachment.
 - Infrastructure desired or required by target employers (e.g., access to high-speed broadband service, etc.).
- Determine the feasibility of establishing "industrial sanctuaries" where non-industrial uses are restricted. Industrial sanctuaries are a management tool for protecting prime industrial land at the industrial district level by limiting uses to those which would not interfere with the development of the site for industrial uses and/or by preventing or restricting incompatible uses on adjacent or nearby lands.
- Determine the characteristics of other "necessary" industrial lands that should be protected from conversion to other uses such as those needed for heavy automotive repair, and like uses, which have been historically located in areas classified as industrial because of their impacts (noise, dust, light, odor, etc.). While these are not target industries, these uses, are also considered valuable and necessary to Pinellas County's economic system.
- Identify potential actions that may be employed to support the retention of other necessary industrial lands and to ensure that regulatory provisions do not hamper their location and/or expansion in Pinellas County.
- Identify potential actions to prioritize the location of target employers relative to the Advantage Pinellas corridor investment strategy.

Policy Recommendations

These recommendations translate the analysis of Tasks 2 and 3 into concrete policy recommendations. The recommendations will include specific amendments to the Countywide Rules to better preserve and



enhance land for target employment. The recommendations may also encompass infill redevelopment, since finding land to satisfy the housing demand is directly related to the pressures on target employment and industrial land.

Process Recommendations

These recommendations provide guidance on how to apply the policy to support decision-making and create a clear and replicable process for considering requests to convert land. These recommendations may also cover incentives, such as expedited development review or density bonuses, that help the County achieve its goals for employment/industrial development and attainable housing.

Deliverables:

- The Consultant shall prepare a report summarizing whether the industrially-designated lands on the Countywide Plan Map are appropriate; and whether the Countywide Rules for industrial designations are the appropriate ones for business enterprises the County seeks. A comprehensive list of recommended amendments to the Countywide Rules to better preserve and enhance land for target employment should also be included in this deliverable.

TASK 5 – STAKEHOLDER INVOLVEMENT PLAN

Develop the Plan

Renaissance Planning will work with the staff of Forward Pinellas and Pinellas County Economic Development to develop a Stakeholder Involvement Plan. The objective of this plan is to ensure that the appropriate representatives from the public and private sectors are aware of this project, can easily provide input, and shape the report's recommendations. Ultimately the engagement strategy must result in support from key officials to advance necessary regulatory changes and other key recommendations. Therefore, the strategy will be multifaceted with in-person and virtual convenings to share information, collaborate on ideas, discuss tradeoffs and prioritize viable action steps. We will develop this plan following the kick-off meeting and include the identification of relevant stakeholders (e.g., Economic Development Council, Planners Advisory Committee, Gateway Partnership, focus group, etc.), meeting/workshop schedule at key milestones, and software platform needs.

Renaissance proposes to form an Advisory Team that provides input to the analysis and recommendations. This group should include a range of perspectives and should draw from some of the individuals involved in previous study efforts as well as representatives of the local business community. This will help out team address inherent conflicts head on. A benefit of working with a group of diverse perspectives and values is that it may be well positioned to be a trusted advocate for the study's recommendations.

Execute the Plan and Build the Story

We propose to meet with the Advisory Team up to 6 times through the course of the project. Among the key milestones that will trigger meetings are project kickoff, target employer survey and research, analysis, policy development, and policy recommendations. Renaissance Planning also intends through this plan to propose one-on-one interviews, a field visit and tour to observe conditions on the ground and focus group discussions.

Key to the successful plan implementation will not only include the process steps described herein, but also an emphasis on highly visual and synthesized presentation materials and communications that will resonate with various audiences. This means removing all planners-speak and crafting a story around the key analysis and interview findings with recommendations that are understandable, relatable and able to



be shared with the general public and elected officials that may not be familiar with the key concepts or topics being explored. In effect, the materials produced throughout this planning study will be set within the context of other Forward Pinellas initiatives and provide executive level, easy to consume information.

Deliverables:

- Stakeholder Involvement Plan
- Task level materials development

TASK 6 – DOCUMENTATION AND MEETINGS

Narrative Report

Renaissance Planning will document technical findings from Tasks 1 through 5 in a narrative report for Forward Pinellas and Pinellas County Economic Development staff review.

Accessible Storytelling

Our team will emphasize clear communication through a variety of mediums, including infographics and tools such as ArcGIS Story Maps to summarize the findings in a clear, concise, and public-friendly manner. All project files will be provided to Forward Pinellas in an approved format.

Coordination

Renaissance Planning will hold bi-weekly meetings with the Forward Pinellas project manager to ensure that the project schedule is maintained, and concerns are addressed promptly. We will also give a number of presentations throughout the course of the project to various stakeholder groups (e.g., Pinellas County Economic Development Council, Planners Advisory Committee, Forward Pinellas Board, Board of County Commissioners, chambers of commerce, etc.) consistent with Task 5 - Stakeholder Involvement Plan. Our fee estimate is based on giving up to 10 presentations.

Deliverables:

- Final report
- Infographics and an ArcGIS Storymap
- Summary Presentation to the Forward Pinellas Board, Countywide Planning Authority, and others.

TASK 7 – OPTIONAL SERVICES

This task is reserved to address unanticipated project elements. Task details and fee will be negotiated and authorized by Forward Pinellas if necessary. However, our team is also opened to discussing additional tasks that may provide value in aligning this study with previous and ongoing housing demand and transportation related analyses. Additionally, we recommend the creation of a key study recommendations video to capture the key issues and study outcomes. Our approach to video storytelling puts local voices front and center. A recent example of our work from a transportation study can be viewed at the following link: <https://www.youtube.com/watch?v=DM6ir4Kq0G0&t=113s>.

Deliverables:

- Housing and transportation analysis and policy review (level of effort to be determined)
- Five to seven minute video highlight study findings (level of effort to be determine)



ESTIMATED LEVEL OF EFFORT AND COST ESTIMATE

The following represents our estimate of hours by staff, rates and other direct costs.

Forward Pinellas TEILS Study						
Task	Project Director	Project Manager	Project Professional	Total Hours	Total Cost	
Rate:	\$295	\$175	\$119			
1. Project Kickoff	8	52	42	102	\$	16,458.00
<i>Subtask 1.1. Kickoff Meeting</i>	2	4	2			
<i>Subtask 1.2. Project Management</i>	4	40	-			
<i>Subtasks 1.3. Literature Review</i>	2	8	40			
2. Target Employers Needs Assessment	24	88	320	432	\$	60,560.00
<i>Subtask 2.1. Cluster Analysis & Profile</i>	8	24	120			
<i>Subtask 2.2. Survey</i>	8	24	80			
<i>Subtask 2.3. GIS Analysis</i>	8	40	120			
3. Preservation Criteria Assessment	32	104	260	396	\$	58,580.00
<i>Subtask 3.1. Trends Trends</i>	8	24	120			
<i>Subtask 3.2. Suitability Analysis</i>	8	40	120			
<i>Subtask 3.3. Criteria Selection</i>	16	40	20			
4. Rules Amendments Recommendations	36	92	80	208	\$	36,240.00
<i>Subtask 4.1. Policy Recommendations</i>	18	46	40			
<i>Subtask 4.2. Process Recommendations</i>	18	46	40			
5. Stakeholder Involvement Plan	26	104	48	178	\$	31,582.00
<i>Subtask 5.1. Develop the Plan</i>	10	24	24			
<i>Subtask 5.2. Execute the Plan</i>	16	80	24			
6. Documentation and Meetings	24	88	160	272	\$	41,520.00
<i>Subtask 6.1. Narrative Report</i>	8	24	60			
<i>Subtask 6.2 Accessible Storytelling</i>	8	24	80			
<i>Subtask 6.3 Coordination</i>	8	40	20			
Total Labor:	150	528	910	1,588	\$	244,940.00
Other Direct Costs (Travel) billed at cost not to exceed \$5,000. Total cost of services not to exceed \$250,000.						
[1] Preliminary estimate. Details of this task will be developed with Forward Pinellas						



KEY TEAM MEMBERS

Kate Ange, Project Director



Kate Ange is President of Renaissance Planning and is an adept storyteller with deep experience working with communities on a range of transportation and land use policies. Her experience includes visioning, scenario planning, multimodal transportation, transit-oriented development, corridor studies, facilitation, public engagement, and communications. Kate excels at infusing analytical and design-based projects with strong people-driven perspectives. She is adept at listening and effectively framing planning issues to help elected officials, stakeholders and the public understand opportunities and potential tradeoffs associated with differing alternatives or policy decisions. Recent relevant work includes the *Berkely Charleston Dorchester Council of Governments COVID-Recovery Economic Development Plan, US EPA's Cultural Institutional Anchors for Community Revitalization Technical Assistance, the Botetourt County, VA Housing Study and the Jacksonville Transportation Authority's Green Line TOD and Job Growth Plan*. Kate holds an undergraduate degree in Environmental Studies from Rollins College and a master's in planning from the University of Virginia.

Mike Callahan, Project Manager



Mike is a project manager with Renaissance Planning. He is a strong facilitator and communicator with expertise in translating complex technical analyses into plain speak common language for policy makers and the public alike. He has a broad range of experience in transportation and land use planning, public engagement, facilitation, research, and writing. His planning experience spans 12 years during which he has worked with a broad array of clients across the United States including federal agencies, state departments of transportation, metropolitan planning organizations, and local governments in more than 25 states. Recent relevant work includes the *New Castle County, DE Post-COVID Corridor Economic Development Strategy; US EPA's Infill Development Technical Assistance; and Roanoke County, VA Design Guidelines for Commercial Redevelopment of the 419 Town Center; all of which are oriented towards updating land use and transportation policies to effectively accommodate changing market preferences*. Mike has a Master of City and regional planning from the University of North Carolina.

Alex Bell, Senior Analyst



Alex is a project manager and senior analyst for Renaissance Planning with 12 years of experience. focuses on plans, projects, tools and data products that support a systematic and comprehensive approach to community and regional planning. His work deals primarily with interactions between the built environment, economic and demographic trends, travel behavior, transportation system performance and environmental impacts of urban development. His project involvement covers database construction and management, GIS analysis and tools creation, and model development and application. He has contributed to a variety of transportation and land use studies at the local, regional, state and federal levels. Recent relevant

experience includes the *Lowcountry TOD Land Suitability Analysis, and the Miami-Dade TPO's Transit Oriented Communities Tool* to monitor development and implementation of TOD. Alex has a master's of science in urban and regional planning from Florida State University.



Amanda Chornoby, Senior Planner



Amanda is a senior planner and project manager based in our Tampa office. She has a strong background in integrated land use and transportation planning and is a Pinellas County native with familiarity in the changing landscape of its communities. Amanda has specialized experience in freight planning, context supported design, strategic planning, and a variety of face-to-face, virtual, and embedded techniques for facilitating community engagement and outreach. Recent relevant work includes the *US EPA's Cultural Institutional Anchors for Community Revitalization Technical Assistance*, *City of St. Petersburg Historic Roser Park Neighborhood Plan*, *FDOT D1 Planning Studio*, and *FDOT D1 Efficient Transportation Decision Making Support*.

Amanda holds both an undergraduate degree in geography and a master's in urban and regional planning from the University of Florida with a certificate in sustainable design.

Autumn Young, Senior Planner



Autumn is a senior planner and project manager based in our Tampa office. Autumn's previous experience with FDOT ranged from multimodal transportation trends, policy implementation, discretionary grant writing, qualitative and quantitative data collection, project identification and development, as well as public engagement techniques. With a degree in economics and freight planning experience at the local, regional, and statewide levels, Autumn has a unique understanding of the intersection between transportation and industrial/manufacturing-based employment needs. She excels at bringing key stakeholders to the table and facilitating meaningful consensus building

that drives successful community-based projects. Recent relevant work includes the *FDOT D1 Planning Studio*. Autumn holds an undergraduate degree in economics from Florida State University

Chris Sinclair, Senior Advisor



Chris is the founding principal of Renaissance and is based in our Tampa office and is a Pinellas County resident. Chris has over 38 year of experience managing a variety of land and transportation planning projects. Since the foundation of Renaissance Planning, Chris has brought a focus on integrated land use and transportation planning to a variety of planning projects, including Federal research and training, Metropolitan Planning Organizations' Long Range Transportation Plans, master plans, and local comprehensive plans, impact fees and fiscal impact studies. Recent relevant experience includes work with *Florida DOT District One's Growth Story*, which is a multi-faceted effort to analyze economic trends across the region and synthesize those

findings into actionable and relevant stories to inform MPOs and the FDOT on transportation needs and priorities. Additional projects include the *Jacksonville Transportation Authority's TOD Study*, *Lowcountry TOD Land Suitability Analysis*, and the *Miami-Dade TPO's Transit Oriented Communities Tool* to monitor development and implementation of TOD. Chris holds an undergraduate degree in urban affairs from Virginia Tech and a master's of science in urban and regional planning from Florida State University.



Geoff Dickinson – Senior Vice President



Geoff is a real estate and economic development advisor with expertise in market analysis and development strategy, public-private development finance, and special district establishment. Geoff provides market-based development strategies to public, private and institutional clients that are implementable. His experience at **SB Friedman** includes *leading a market analysis along the US 19 commercial corridor in Pinellas County, Florida, and advising Pinellas County regarding the use of Penny IV funds for affordable housing and economic development*. Geoff is a Series-50 Qualified Municipal Advisor Representative.

Caitlin Johnson – Task Manager



Caitlin specializes in urban economics, public-private development finance and economic development. She has expertise in market analysis and redevelopment strategy, focusing on the interplay between transportation and land use. She utilizes a data-driven approach to guide the use of public funds to support redevelopment and inform land use decisions. Caitlin has conducted *market studies for a variety of land uses throughout Pinellas County, including residential and target industry market analyses to inform the Gateway Master Plan, redevelopment along the US 19 Corridor, and Penny for Pinellas Policy Guidelines for Economic Development and Affordable Housing*.

RELEVANT EXPERIENCE

Renaissance Planning

Post-COVID Regional Economic Development Strategy, Berkely Charleston Dorchester Council of Governments (BCDCOG), Charleston, SC

Renaissance is part of a team led by SB Friedman to conduct a needs assessment and develop pragmatic strategies to aid long term economic development and quality of life initiatives post-COVID. The region's industrial and manufacturing base along with its hospitality sector are slowly recovering from pandemic related shutdowns and on-going labor shortages. The project included two rounds of high-level focus group discussions with local business groups, major employers and other key stakeholders and a regional survey. The findings point to the need to refine near term economic development emphasis areas to support more holistic approaches to job growth that will be aligned with regional growth management, equity and quality of place goals.

Green Line Transit Oriented Development and Economic Prosperity Strategy, Jacksonville Transportation Authority, FL

Renaissance is supporting the JTA to develop a corridor wide strategy to target redevelopment and infill into one of its highest ridership bus rapid transit (BRT) corridors. The neighborhoods along the corridor are predominantly African American and lower income and has not seen new investment like other parts of the region. The primary goal of the study is to reassess regional economic development initiatives to align future job growth and workforce development within this part of the City while also ensuring legacy residents and businesses can remain and thrive.



Transit Oriented Communities (TOC) Dashboard and Monitoring Tool, Miami Dade TPO, FL

Renaissance supported the TPO on the creation of a public facing TOD dashboard and monitoring tool to track redevelop and infill around premium transit stations. This public facing web-based mapping and data visualization interface will help the TPO and its local and regional partners track growth and investment in SMART Plan corridors and station areas, monitor multimodal travel and accessibility, and assess the impacts of growth over time. It consists of a series of inter-related dashboards, supported by standardized data and metrics, that offer the user a high-level overview of TOC's effectiveness in supporting SMART Plan goals across multiple timeframes: a snapshot of current conditions, recent historical trends, and the near-term outlook based on permitted development. These resources are nested in a website that also offers orientation literature explaining what TOC is and its role in the region's growth and mobility plans.

Commercial Corridor Revitalization, New Castle County, DE

Renaissance Planning is working with New Castle County, DE to develop programmatic and code-related updates to help struggling small businesses along aging commercial corridors to aid in Post-COVID recovery and reinvestment. Strategies include near-term approaches such as facilitating open-air dining to longer term support for more flexible uses and site layouts on constrained parcels.

Assessment of Housing Potential – Botetourt County, VA

Renaissance led a team that assessed the amount of housing that can be accommodated in growth areas (based on current policies and zoning), projected the anticipated demand for housing, and evaluated the potential of the County's identified growth areas to absorb expected housing growth. Renaissance also developed a toolkit recommending policy and capital investment approaches improving market conditions for housing development and incentivizing the development of the types of housing the county is looking for, and in the right spots. To do this, Renaissance conducted a land development suitability analysis, a supply and demand analysis, a site analysis including the identification of housing opportunity areas and target sites (based on development opportunities and constraints), Stakeholder engagement included meeting with a housing stakeholder group, the planning commission, and Board of Supervisors. The final project products include a Housing Policy Toolkit and a Housing Typology Guidebook.

S.B. Friedman

Penny IV: Penny for Pinellas Policy Guidelines - Pinellas County, FL

Conducted market analyses to estimate development potential and inform policy regarding the use of Penny IV funds for affordable housing and economic development; the Penny IV program is intended to fund capital projects that ameliorate barriers to development

Penny IV: Penny for Pinellas Implementation Support - Pinellas County, FL

Assisted in the development of the Employment Sites Program, a major initiative to fund capital projects to support real estate redevelopment to promote opportunities for target industry employers

Gateway Master Plan - Pinellas County, FL

Provided real estate market analysis and economic development and land use strategy as part of a larger master planning team for the Gateway Master Plan in Pinellas County; study identified available public assistance tools and opportunities for public-private partnerships to facilitate development



Land Use & Economic Analysis for the US 19 Corridor - Pinellas County, FL

Assessed the impact of transformative transportation improvements along specific stretches of the US 19 corridor and conducted real estate market analysis, including an assessment of market potential for underperforming retail, as part of a transportation and land use strategy

Comprehensive Plan Update - Clearwater, FL

Currently conducting residential market research to inform affordable housing policies and strategies, as part of the Housing Element of the city's Comprehensive Plan update

Community Redevelopment Areas (CRA) Policy Revision - Pinellas County, FL

Refined and recommended revisions to the County's CRA policies to align County financial contributions with policy goals

TOD Pilot Grant Program - Tampa, FL

Conducting a market assessment for office, retail and residential land uses for a pilot TOD plan for a proposed BRT line in Tampa, FL; conducting a housing affordability study to inform equitable TOD implementation strategies.

8. A-H Other Business

A. SPOTlight Pinellas Emphasis Areas Update

Forward Pinellas staff will provide an update on the SPOTLight Emphasis Areas.

B. Safe Streets Pinellas Update

Forward Pinellas staff will provide an update on Safe Streets Pinellas.

C. TBARTA Update

A summary of the Tampa Bay Area Regional Transit Authority's Citizen Advisory Committee meeting(s), if any, will be provided at this time.

D. Traffic Fatalities Map

Forward Pinellas staff is providing the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map

E. Tentative Future Agenda Items

- TIP Amendment(s), if any
- 126th Avenue Project Development & Environment Study (PD&E)
- Transit Oriented Development presentation (Sunrunner Rising)
- Downtown St. Pete Mobility Study Update
- Pasco County Public Transportation Rebranding as GOPASCO

F. Member Interests/Discussion Topics

No topics noted at this time

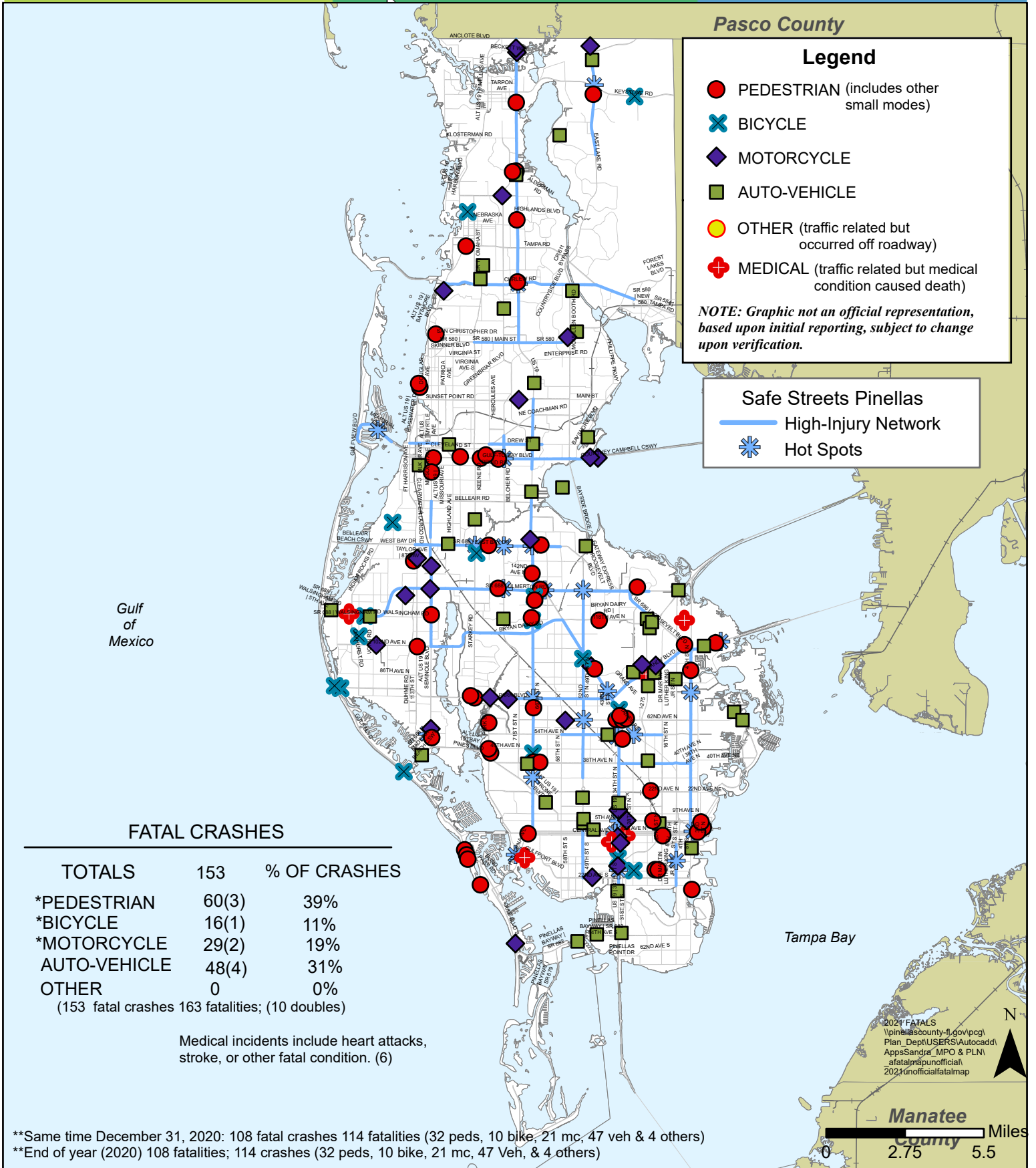
G. Public Comments

Comments are limited to three minutes per person and should not require presentations or extensive discussion.

H. Upcoming Events

Mar 18, 2022	Bike Your City with Gulfport will be hosting the event
Mar 24, 2022	CAC Orientation for new members and refresher for current members at 6:00 pm

Locations of Reported Traffic Fatalities



Pasco County

Legend

- PEDESTRIAN (includes other small modes)
- × BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- OTHER (traffic related but occurred off roadway)
- + MEDICAL (traffic related but medical condition caused death)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.

Safe Streets Pinellas

- High-Injury Network
- ★ Hot Spots

FATAL CRASHES

TOTALS	153	% OF CRASHES
*PEDESTRIAN	60(3)	39%
*BICYCLE	16(1)	11%
*MOTORCYCLE	29(2)	19%
AUTO-VEHICLE	48(4)	31%
OTHER	0	0%

(153 fatal crashes 163 fatalities; (10 doubles)

Medical incidents include heart attacks, stroke, or other fatal condition. (6)

**Same time December 31, 2020: 108 fatal crashes 114 fatalities (32 peds, 10 bike, 21 mc, 47 veh & 4 others)
 **End of year (2020) 108 fatalities; 114 crashes (32 peds, 10 bike, 21 mc, 47 Veh, & 4 others)

2021 FATALS
 \pinellascounty-fl.gov\pcgl
 Plan_Dept\USERS\Autocadd\
 Apps\Sandra_MPO & PLN\
 afatalmapunofficial\
 2021unofficialfatalmap

Manatee County Miles
 0 2.75 5.5

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIM	DHSMV	LEO	SEX/AGE	
1	002F21	ULMERTON RD	IN FRONT OF 6363 ULMERTON	PED	1/6/2021	1	9:02PM		8935857	PCSO	M/59
1	004F21	34TH ST N	62ND AVE N	PED	1/8/2021	1	6:49AM		88425461	FHP	M/57
1	007F21	PARK ST N	CR 16 (S OF 46TH AVE N)	PED IN WC/DELAY	1/18/2021	1	6:52PM		88430141	FHP	M/68
1	012F21	COURT ST	JUST EAST OF MISSOURI AVE	PED/PED IN WC/DELAY	1/29/2021	2	7:26PM		24304614	CLW	M/37, M/59
1	013F21	ROOSEVELT BLVD/SR686	DODGE ST	PED/DELAY	1/30/2021	1	11:36PM		88451237	FHP	M/60
1	014F21	38TH AVE N	66TH ST	PED/DELAY	2/5/2021	1	8:27AM		24234848	SP	M/68
1	015F21	38TH AVE N	64TH ST N	PED	2/8/2021	1	1:10AM		24234920	SP	M/40
1	016F21	54TH AVE N	US HIGHWAY 19 N	PED IN WC	2/10/2021	1	7:54PM		88436145	FHP	M/68
1	017F21	1ST ST N	4TH AVE N	PED/WC/DELAY	2/11/2021	1	9:33AM		24235101	SP	F/85
1	019F21	US HIGHWAY 19	CURLLEW RD	PED	2/12/2021	1	8:30PM		88436801	FHP	M/61
1	022F21	US HIGHWAY 19	INNISBROOK DRIVE	PED	2/14/2021	1	7:55PM		88436805	FHP	M/65
1	023F21	HERON BLVD	WHISPERWOOD AVE N	PED/DELAY	2/14/2021	1	8:10PM		24235108	SP	M/65
1	024F21	E LAKE RD S	MAPLE TRCE	PED/OFFICER	2/17/2021	1	4:36PM		89358830	PCSO	M/30
1	025F21	ROOSEVELT BLVD/SR686	10000 BLOCK	PED	2/18/2021	1	7:41PM		24235171	SP	M/63
1	032F21	GULF TO BAY	S LAKE DR	PED	3/19/2021	1	10:20PM		24305307	CLW	M/45
1	033F21	4TH ST N	90TH AVE N	PED	3/22/2021	1	1:30PM		24235992	SP	M/52
1	037F21	118TH AVE N	44TH ST N	PED	3/31/2021	1	11:29AM		24085205	PP	F/54
1	039F21	GULF TO BAY BLVD/2100 BLK	400 FT W OF BELCHER RD	PED/DELAY	4/6/2021	1	8:24PM		24305254	CLW	M/46
1	040F21	34TH ST N	62ND AVE N	PED	4/8/2021	1	7:20PM		24085309	PP	M/43
1	042F21	CENTRAL AVE	21ST ST S	PEDS/DELAY	4/9/2021	2	8:08PM		24236480	SP	M/61, F/61
1	043F21	STARKEY RD	PARK BLVD	PED/DELAY	4/12/2021	1	8:23PM		88474350	FHP	M/64
1	044F21	GANDY BLVD	SAN MARTIN BLVD NE	PED	4/15/2021	1	5:53AM		88451285	FHP	M/54
1	046F21	PARK ST N	NEAR 62ND ST	PED	4/23/2021	1	10:05PM		89359382	PCSO	F/62
1	051F21	EDGEWATER DR	UNION ST	PED/DELAY	4/30/2021	1	6:13PM		24305972	CLW	M/82
1	057F21	66TH ST N	69TH AVE N	PED/DELAY	5/7/2021	1	12:26AM		24085512	PP	M/33
1	059F21	SB US HIGHWAY 19	62ND AVE N	PED/DELAY	5/11/2021	1	1:46AM		88469089	FHP	M/40
1	063F21	GULF BLVD 4400 BLK SPB	N. OF PUBLIC BEACH PARKING	PED/DELAY	5/13/2021	1	9:00PM		89359589	PCSO	M/77
1	066F21	PASADENA AVE N	PINELLAS WAY N	PED	5/20/2021	1	10:02PM		24237431	SP	M/55
1	068F21	SB I 275	LANE APPROACHING 22ND AVE N	PED	5/21/2021	1	6:58PM		88477000	FHP	M/62
1	078F21	US ALT 19	UNION ST	PED	6/8/2021	1	8:13PM		24305972	CLW	M/82
1	079F21	GULF TO BAY BLVD	S ORION AVE	PED/SKATEBOARD	6/10/2021	1	1:57AM		24306258	CLW	M/26
1	081F21	GULF BLVD	AT 10182	PED	6/13/2021	1	9:51PM		89359717	PCSO	M/52
1	082F21	PARK ST N	46TH AVE N	PED/DELAY	6/16/2021	1	5:40AM		88492723	FHP	M/?
1	086F21	GULF TO BAY BLVD	S AURORA AVE	PED	6/23/2021	1	3:30AM		24306247	CLW	M/24
1	091F21	SEMINOLE BLVD	WALSINGHAM RD	PED	7/10/2021	1	5:11AM		88508210	FHP	M/53
1	094F21	US HIGHWAY 19	118TH AVE N	PED	7/13/2021	1	12:19AM		24539699	PP	F/53
1	096F21	18TH AVE S	19TH ST S	PED	7/14/2021	1	10:17PM		24238676	SP	M/54
1	097F21	CLEARWATER LARGO RD	8TH AVE SW	PED	7/18/2021	1	11:13PM		24432974	LA	M/34
1	100F21	GULF BLVD	99TH AVE	PED	8/7/2021	1	10:27PM		89360074	PCSO	F/47
1	105F21	SEMINOLE BLVD	AT 5316 AREA	PED	8/28/2021	1	11:29PM		89360191	PCSO	M/44
1	106F21	34TH ST N	62ND AVE N	PED/DELAY	8/29/2021	1	8:10PM		24540027	PP	M/61
1	110F21	6TH AVE N	4TH ST N	PED/DELAY	9/17/2021	1	2:52PM		24240155	SP	F/61
1	114F21	66TH ST N	N OF 142ND AVE N	PED	10/3/2021	1	4:10AM		24433490	LA	M/29
1	115F21	1ST AVE N	16TH ST N	PED	10/3/2021	1	9:30PM		24240522	SP	M/58
1	118F21	US HIGHWAY 19 N	MAINLANDS BLVD W	PED/WHEELCHAIR/DELAY	10/6/2021	1	7:58PM		24540304	PP	M/63
1	129F21	US HIGHWAY 19 N	E MARTIN LUTHER KING JR DR	PED	10/27/2021	1	10:35PM		24651784	TS	F/59
1	130F21	SR 580	DOUGLAS AVE	PED	11/1/2021	1	7:24AM		89360601	PCSO	M/78
1	131F21	5TH AVE N	21ST ST N	PED	11/7/2021	1	7:15PM		24241645	SP	M/79
1	134F21	EAST BAY DR	3200 BLOCK	PED	11/12/2021	1	10:00PM		24807797	LA	M/40
1	133F21	ULMERTON RD	W OF BELCHER RD	PED/DELAY	11/12/2021	1	6:54AM		24807713	LA	F/37
1	135F21	MISSOURI AVE	JEFFORDS ST	PED	11/13/2021	1	7:41PM		24757364	CLW	M/63
1	136F21	34TH ST S	3RD AVE S	PED/DELAY	11/18/2021	1	8:12PM		24241715	SP	M/73
1	140F21	113TH ST N	106TH AVE N	PED	11/21/2021	1	1:42AM		89360714	PCSO	M/23
1	144F21	GULF BLVD	1ST ST E	PED/DELAY	11/27/2021	1	6:41PM		89360750	PCSO	M/48
1	145F21	66TH ST N	SOUTH OF ULMERTON RD	PED	11/29/2021	1	5:55AM		89360834	PCSO	M/44
1	146F21	TAMPA RD	ALT US HIGHWAY 19	PED/DELAY??	11/29/2021	1	7:45PM			FHP	M/23
1	151F21	PARK BLVD	STARKEY RD	PED	12/16/2021	1	12:49AM			PCSO	M/70
1	153F21	US HIGHWAY 19	INNISBROOK DRIVE	PED	12/18/2021	1	2:20AM			FHP	M/40
1	155F21	18TH AVE S	1900 BLOCK	PED	12/25/2021	1	7:10PM			SP	M/56
1	157F21	US HIGHWAY 19	CR 776 / NEBRASKA AVE	PED	12/29/2021	1	8:48PM			FHP	M/55
1	003F21	66TH ST N	42ND AVE N	BIKE	1/7/2021	1	8:16PM		88841439	KC	M/49
1	005F21	GULF BLVD	JUST N OF 150TH AVE	BIKE	1/14/2021	1	3:08PM		89358615	PCSO	F/54
1	028F21	15TH AVE S	34TH ST S	BIKE	3/6/2021	1	8:03PM		24235574	SP	M/73
1	031F21	34TH ST N	74TH AVE N	BIKE/DELAY	3/17/2021	1	12:57PM		24085087	PP	M/77
1	052F21	18TH AVE S	25TH ST S	BIKE/DELAY	5/1/2021	1	4:09PM		24236975	SP	M/25
1	058F21	STARKEY RD	SOUTH OF EAST BAY DR	BIKE/DELAY	5/10/2021	1	5:55AM		24432474	LA	M/38
1	061F21	OSCEOLA RD	GOLF VIEW DR	BIKE/DELAY	5/11/2021	1	1:41PM		87552155	BEL	M/79
1	062F21	KEYSTONE RD	MEADOWS DR	BIKE/DR & PASS	5/11/2021	2	5:48PM		88428117	FHP	M/ 58; F/50
1	074F21	66TH ST N	118TH AVE N	BIKE/DELAY	5/28/2021	1	6:08PM		24539408	PP	M/35
1	084F21	WALSINGHAM RD	OVAL DR	BIKE/DELAY	6/20/2021	1	12:13PM		24432767	LA	M/60
1	089F21	US ALT 19	DELAWARE AVE	BIKE	7/8/2021	1	4:39PM		88538336	FHP	F/63
1	092F21	66TH ST N	SOUTH OF ULMERTON RD	BIKE	7/10/2021	1	9:02PM		24432898	LA	M/66
1	116F21	ANTILLES DR	105TH TERR N	BIKE	10/4/2021	1	12:17AM		88527890	FHP	M/28
1	123F21	PARK BLVD BRIDGE	INDIAN SHORES	BIKE/DELAY	10/13/2021	1	6:00AM		89360491	PCSO	F/60
1	138F21	GULF BLVD	65TH AVE	BIKE	11/20/2021	1	10:00PM		89360713	PCSO	M/54
1	149F21	49TH ST N	IUST SOUTH OF US HIGHWAY 19	BIKE	12/11/2021	1	11:27PM		24540822	PP	F/57
1	009F21	CR 611	GREY OAKS BLVD	MC/DR	1/23/2021	1	5:22PM		88443104	FHP	F/65
1	018F21	44TH ST S	22ND AVE S	MC/DR/DELAY	2/11/2021	1	12:11PM		24234985	SP	F/20
1	035F21	PARK BLVD	75TH ST N	MC/DELAY	3/23/2021	1	5:58PM		24085137	PP	M/41
1	036F21	ALDERMAN RD	WESTLAKE BLVD	MC/DR	3/27/2021	1	6:00PM		88268515	FHP	M/24
1	038F21	18TH AVE S	34TH ST S	MC/DR	4/5/2021	1	4:35PM		24236318	SP	M/28
1	041F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC/DR/DELAY	4/8/2021	1	11:52PM		24305687	CLW	M/46
1	048F21	COURTNEY CAMPBELL CSWY	DAMASCUS RD	MC	4/25/2021	1	11:20PM		24305457	CLW	M/29
1	053F21	PARK BLVD	84TH LANE N	MC	5/4/2021	1	5:59AM		88498508	FHP	M/38
1	060F21	34TH ST N	11TH AVE N	MC/SCOOTER/DELAY	5/11/2021	1	1:32PM		24237196	SP	M/59
1	064F21	118TH ST N	129TH AVE N	MC/DELAY	5/14/2021	1	16:19PM		88467122	FHP	M/34
1	071F21	SEMINOLE BLVD	54TH AVE N	MC	5/22/2021	1	12:29PM		89359681	PCSO	M/56
1	070F21	SUNSET POINT	WORLD PARKWAY	MC	5/22/2021	1	4:14PM		24306096	CLW	M/33
1	073F21	US HIGHWAY 19	CENTRAL AVE	MC	5/24/2021	1	6:35PM		24432592	LA	M/28
1	075F21	US HIGHWAY 19	46TH ST N	MC	5/31/2021	1	8:35PM		24539484	PP	M/67
1	080F21	ULMERTON RD	SEMINOLE BLVD	MC/DELAY	6/12/2021	1	10:29PM		24432726	LA	M/60
1	095F21	SR 580	720FT WEST OF CHARLES	MC	7/13/2021	1	9:38AM		24306409	CLW	M/58
1	102F21	5TH AVE S	34TH ST S	MC/DR	8/14/2021	1	8:49PM		24239437	SP	M/28
1	108F21	US HIGHWAY 19	SHELL POINTE DR	MC/DR	9/8/2021	1	11:10PM		24651694	TS	M/28
1	109F21	US HIGHWAY 19	NORTH OF ROOSEVELT BLVD	MC/DR/DELAY	9/11/2021	1	2:20PM		24433318	LA	M/45
1	111F21	SB I-275	GANDY BLVD	MC/PASS/DELAY	9/19/2021	1	12:21PM		88574674	FHP	F/49
1	117F21	CR 296 (102ND AVE N)	130TH ST N	MC	10/6/2021	1	4:56PM		88554463	FHP	M/67
1	122F21	SEMINOLE BLVD	CANTERBURY LN	MC	10/10/2021	1	5:21PM		24433534	LA	M/37
1	124F21	62ND AVE N	55TH ST N	MC/PASS/DELAY	10/14/2021	1	2:44AM		24540371	PP	F/34
1	127F21	BAYSHORE BLVD	TRADE WINDS DR	MC/DELAY	10/24/2021	1	2:38PM		89360657	PCSO	M/66
1	132F21	US HIGHWAY 19	RIVER WATCH BLVD	MC	11/10/2021	1	7:30AM		24651809	TS	M/27
1	139F21	GULF BLVD	AT 3848 GULF BLVD	MC/DELAY	11/20/2021	1	10:48PM			PCSO	M/45
1	141F21	GANDY BLVD	NEAR I-275 RAMP	MC/DELAY	11/21/2021	1	10:28AM		24241779	SP	M/73
1	152F21	5TH AVE N	31ST ST N	MC/DELAY	12/17/2021	1	2:01PM		24242384	SP	M/65
1	156F21	CLEARWATER LARGO RD	9TH AVE SW	MC	12/27/2021	1	9:20PM		24808003	LA	M/37
1	001F21	EAST LAKE RD	S OF TRINITY BLVD	VEH/DR	1/1/2021	1	6:32AM		85150864	FHP	F/22
1	006F21	US HWY 19	JUST N OF MCCORMICK DR	VEH/DR/DELAY	1/17/2021	1	4:22PM		24304394	CLW	F/75
1	010F21	118TH AVE N	IN THE 2200 BLK/ 24TH CT N	VEH/DR/DELAY	1/23/2021	1	11:10PM		24234580	SP	M/31
1	011F21	CR 611/BAYSIDE BRIDGE	N OF ROOSEVELT BLVD/SR 686	VEH/PASS, MC/DR	1/24/2021	2	11:12PM		88436669	FHP	F/29, M/50

